



Greensboro Urban Area Bicycle, Pedestrian, and Greenway Plan

Public Involvement Appendix



Greensboro Urban Area Bicycle, Pedestrian, and Greenway Plan



Summary Report of the Online Survey

April 28, 2006



Greensboro Metropolitan Area Bicycle,
Pedestrian, and Greenway Plan

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DRAFT Summary Online Survey



Greensboro Urban Area Bicycle, Pedestrian, and Greenway Plan



SUMMARY REPORT OF THE PUBLIC WORKSHOPS

CONDUCTED OCTOBER 2005



Greensboro Metropolitan Area Bicycle,
Pedestrian, and Greenway Plan

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DRAFT Summary Online Survey



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Public Involvement



Greensboro Urban Area Bicycle, Pedestrian, and Greenway Plan

The screenshot shows the online survey interface. At the top left is the logo "BAPeO" with a stylized figure of a person walking and a bicycle. To the right of the logo is a blue bar with the text "Exit this questionnaire". Below the logo is a blue bar with the text "Greensboro Metropolitan Area Bicycle, Pedestrian, & Greenways Plan". The main content area has a white background and contains the following text:

Thank you for your interest in the Greensboro Metropolitan Area Bicycle, Pedestrian, & Greenways Plan. Please take a few moments to fill out this short questionnaire. Your response will help to build a better understanding of area needs and priorities. Even if you don't walk or bicycle regularly, your feedback will be helpful. Questions include items on:

- your current walking and bicycling
- barriers to walking and bicycling in your community
- desired future walking and bicycling opportunities
- priorities for future improvements
- general comments

Your response will be anonymous. Click "Next" to get started with the questionnaire. You can click "Exit this questionnaire" at any time. Your answers will be saved.

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Summary Report of the Online Survey

April 28, 2006



GREENSBORO URBAN AREA BICYCLE, PEDESTRIAN, AND GREENWAY PLAN
ONLINE SURVEY SUMMARY REPORT

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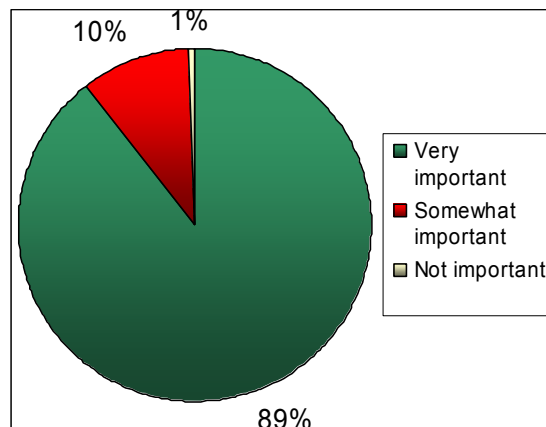
INTRODUCTION

An online survey was created for the Greensboro Metropolitan Area Bicycle, Pedestrian, and Greenway Plan. The online survey link was made available on the City of Greensboro website and distributed at the four October public workshops. The survey contained 24 questions related to pedestrian, bicycle, and demographics. As of March 23, 2006, a total of 708 citizens completed the survey. Not every respondent answered every question.

Multiple questions in this survey required respondents to rank options in order to answer a given question. For interpretation purposes, the average ranking of each option was used to make conclusions. In tabulation, a ranking of an option as #1 was assigned the highest value of rankable options; as the ranking order decreased, each subsequent choice was assigned a value 1 less than the previous, so the highest ranked option received the highest possible value and so on. The total values for each option were summed and divided by the total respondents that chose to rank the option. This value was used as the average ranking for each option.

PART A: PEDESTRIAN SECTION

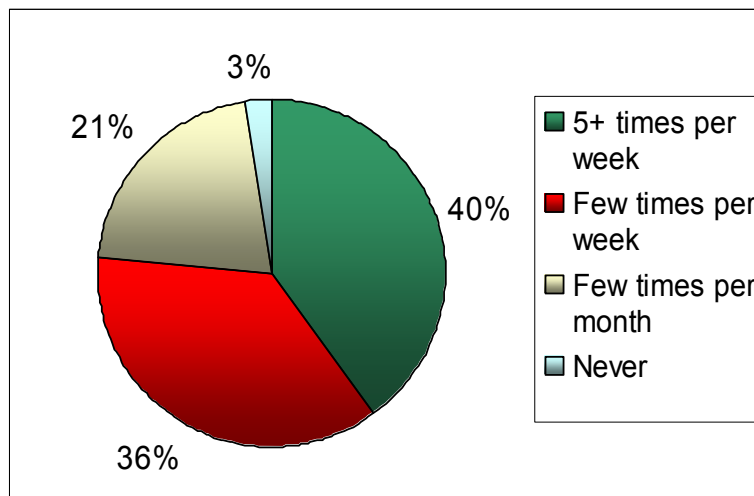
1. How important to you is the goal of creating a walkable community? (select one)



700 out of 708 participants responded to this question, for an overall response rate of 98.9%.

Only 1% of respondents felt that creating a walkable community was not important, while 10% thought it was somewhat important; the other 89% of respondents thought a walkable community was very important.

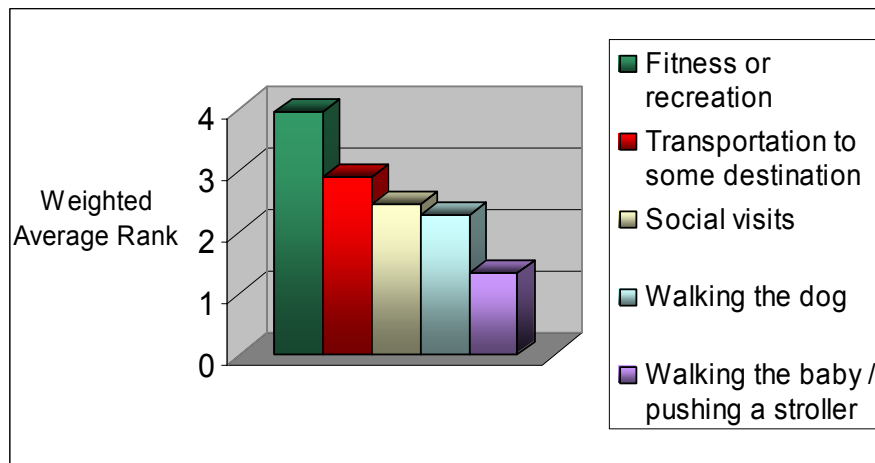
2. How often do you walk now? (select one)



698 out of 708 participants responded to this question, for an overall response rate of 98.6%.

76% of respondents walked at least a few times a week while only 3% never walk.

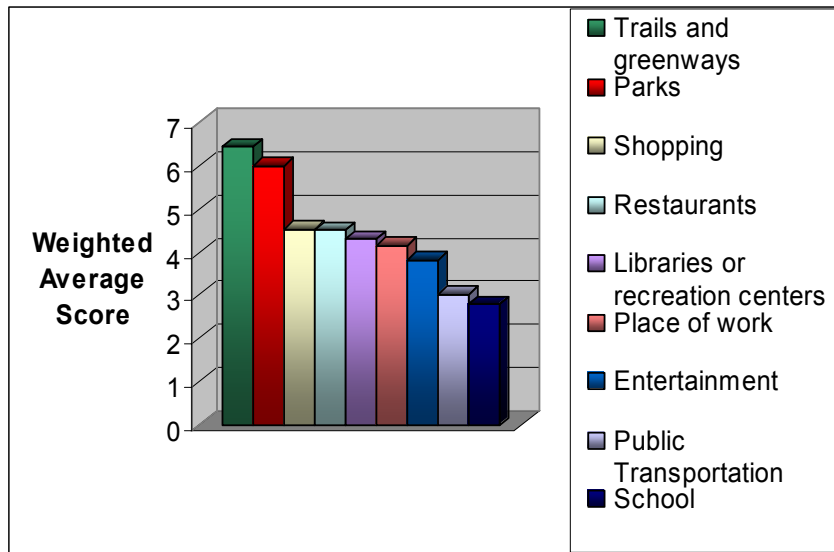
3. For what purpose do you walk now or would want to walk in the future (select one)?



669 out of 708 participants responded to this question, for an overall response rate of 94.5%.

Respondents ranked fitness and education as the most important purpose for walking, closely followed by transportation to a destination. Walking with a baby or stroller received the lowest average ranking.

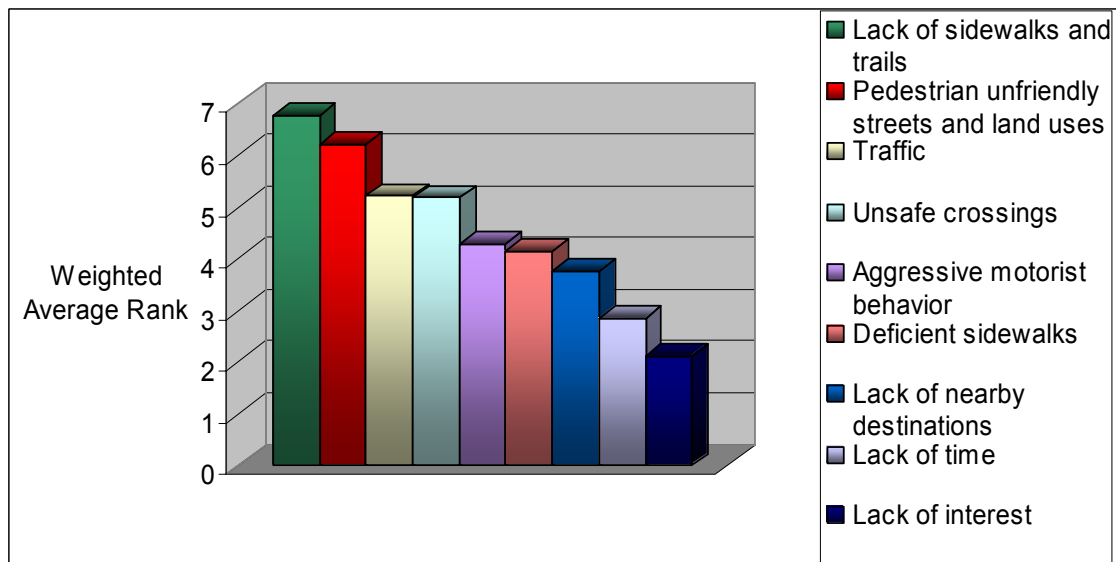
4. What walking destinations would you most like to get to? (Rank 1-9)



659 out of 708 participants responded to this question, for an overall response rate of 92.7%.

Participants are generally interested in a wide variety of pedestrian destinations. Trails and greenways were the highest ranked walking destinations with a weighted average score of 6.4 out of 9. Parks were the second highest ranked choice. Public transportation and school were the lowest ranked destinations.

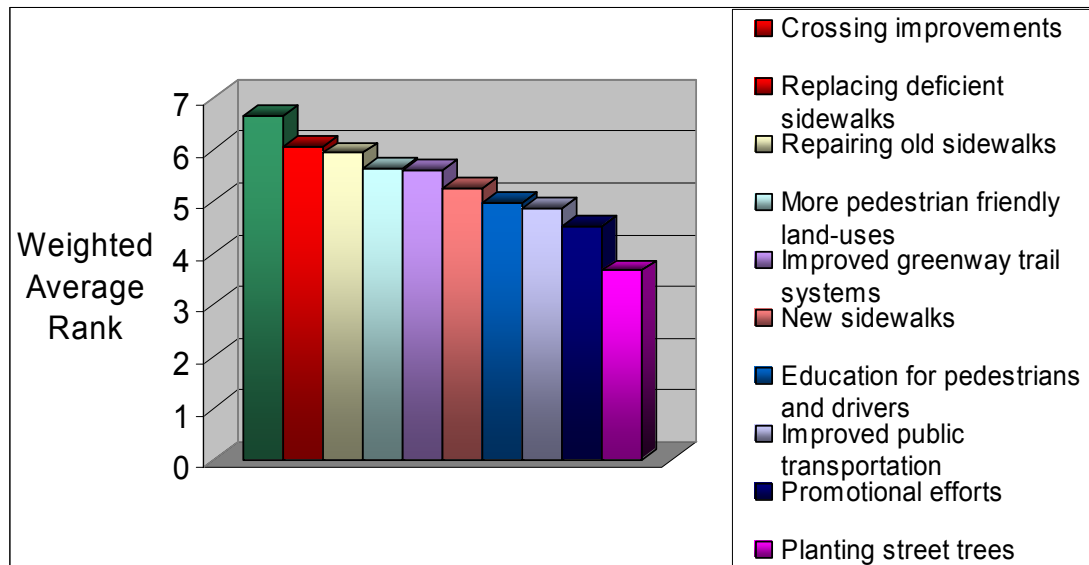
5. What are the biggest factors that discourage walking? (Rank 1-9)



637 of 708 respondents answered this question, for an overall response rate of 90.0%

Both lack of sidewalks and trails, and pedestrian unfriendly streets/land uses were ranked highest for discouraging walking. Lack of interest was the least likely reason not to walk.

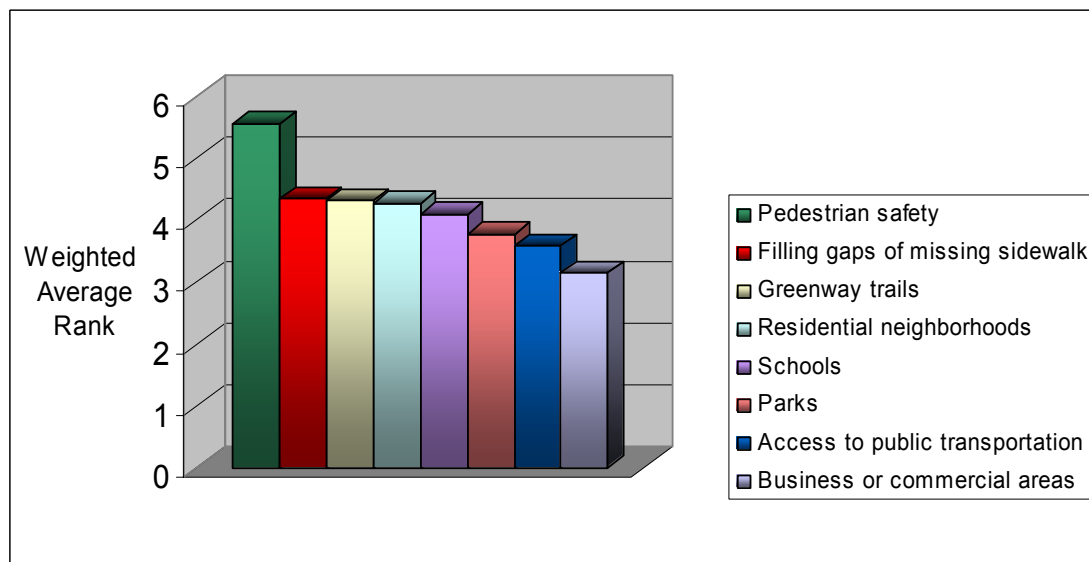
6. What actions do you think are the most needed to increase walking in the community? (Rank 1-10)



630 out of 708 respondents answered this question for an overall response rate of 89%.

New sidewalks, more pedestrian friendly land uses, and improved greenway systems were the top three actions chosen to increase walking. Planting street trees was the lowest ranked.

7. What should be the most important considerations in determining areas to develop future sidewalks?



621 out of 708 respondents answered this question, for an overall response rate of 87.7%

Pedestrian safety out ranked all other considerations for determining where new sidewalks should be developed. Other considerations were ranked very closely, with business and commercial areas ranked last.

17. What do you think are the top roadway corridors most needing sidewalk or trail improvements?

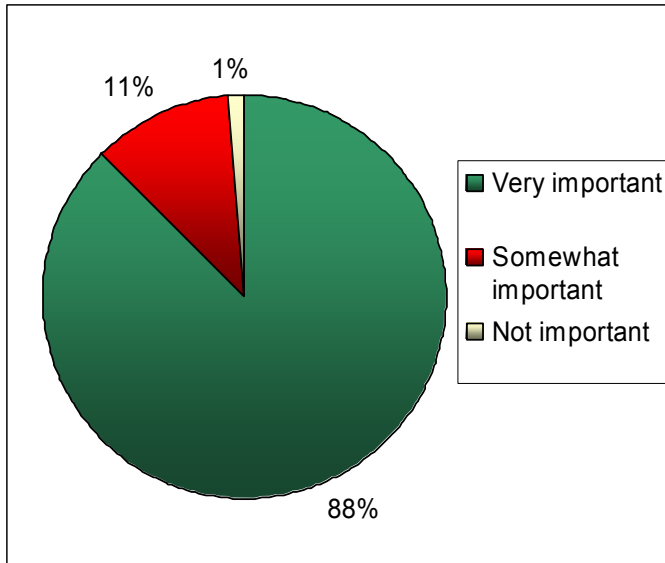
The Top 20 listed roadways in order are shown in the table below with the number of responses in parentheses:

1. Friendly (148)	11. Church (19)
2. Battleground (130)	12. Guilford College (18)
3. Market (107)	13. Lee (17)
4. Wendover (76)	14. Cone (16)
5. Holden (43)	15. Westridge (16)
6. Lawndale (43)	16. Benjamin Parkway (13)
7. Bryan (33)	17. New Garden (13)
8. High Point (30)	18. Pisgah Church (11)
9. Spring Garden (29)	19. Aycock (10)
10. Elm (27)	20. Green Valley (9); NC 150 (9)

*Complete response found in Appendix A

PART B: BICYCLING SECTION

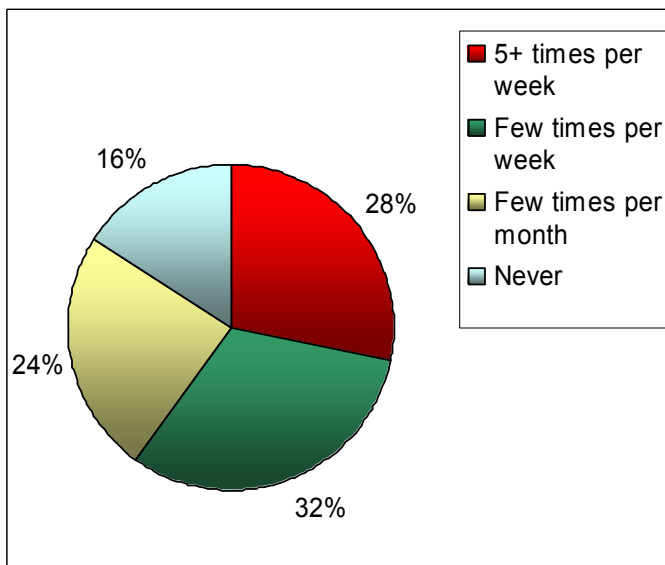
8. How important to you is the goal of improving conditions for bicycling in the community?



650 out of 708 respondents answered this question, giving it a response rate of 92%.

Only 9 of the 650 respondents to this question thought that improving bicycling conditions in their community was not important, while 88% thought it was very important.

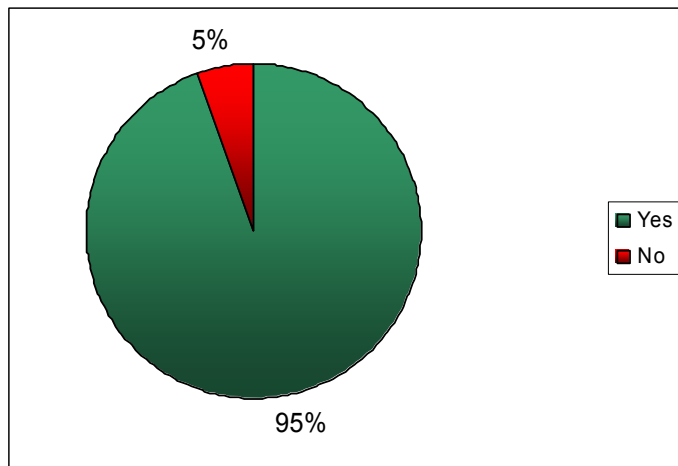
9. How frequently do you bicycle?



648 out of 708 respondents answered this question, for an overall response rate of 91.5%

A relatively even spread of bicycling frequencies was expressed by the responses. Most respondents rode a few times a week and 16% never ride bicycles.

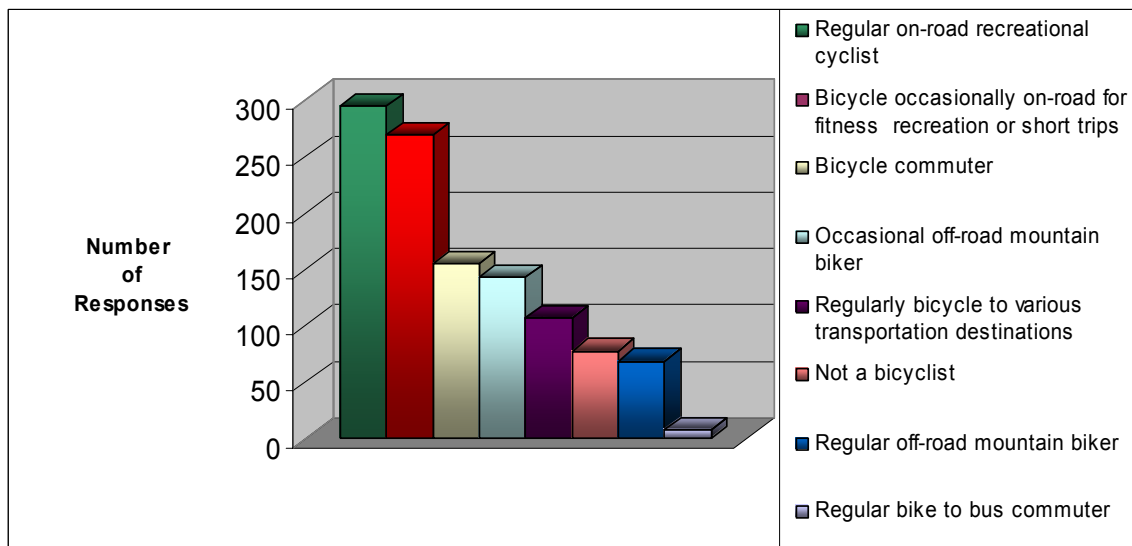
10. Would you bicycle on a trail near your home, work, or school if you felt safe bicycling on it?



638 out of 708 respondents answered this question, for an overall response rate of 90.1%

A great majority of respondents would ride on a convenient and safe bicycle trail. The other 5% would not ride on such a trail.

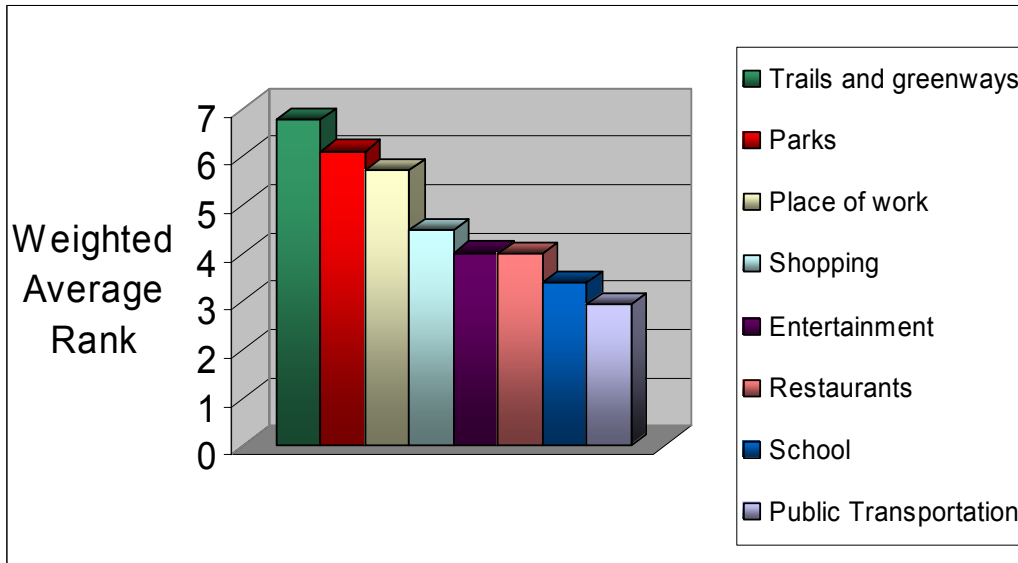
11. Which terms most describe your level of bicycling activity?



648 out of 708 respondents answered this question, for an overall response rate of 91.5%

Regular on-road recreational cycling and occasional on-road bicycling for fitness were chosen most often to describe bicycling activity. Commuting and occasional mountain biking were used to describe approximately 80 respondents' bicycle use. Only 4 respondents described themselves as bike to bus commuters.

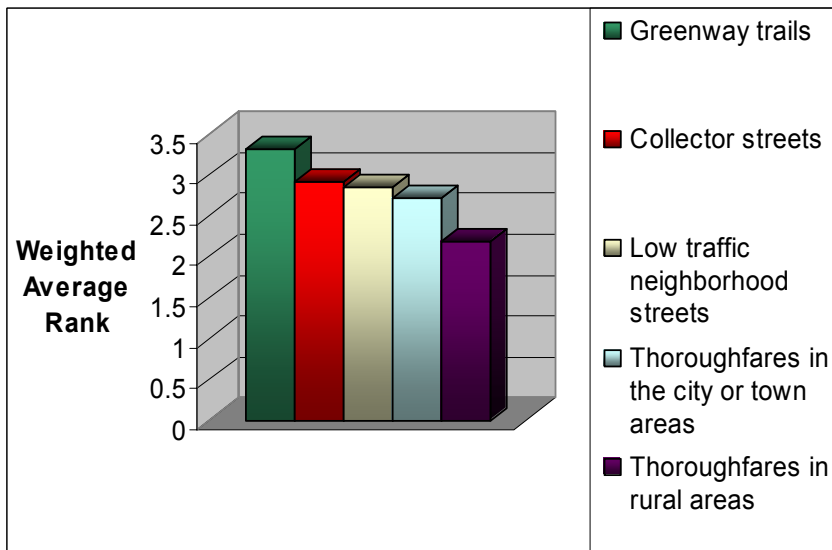
12. What bicycling destinations would you most like to get to?



613 out of 708 respondents answered this question, for an overall response rate of 86.6%

There was a wide range of rankings by respondents who answered this question. Similar to walking destinations, greenways, trails, and parks were ranked highest as bicycle destinations. Public transportation had the lowest ranking.

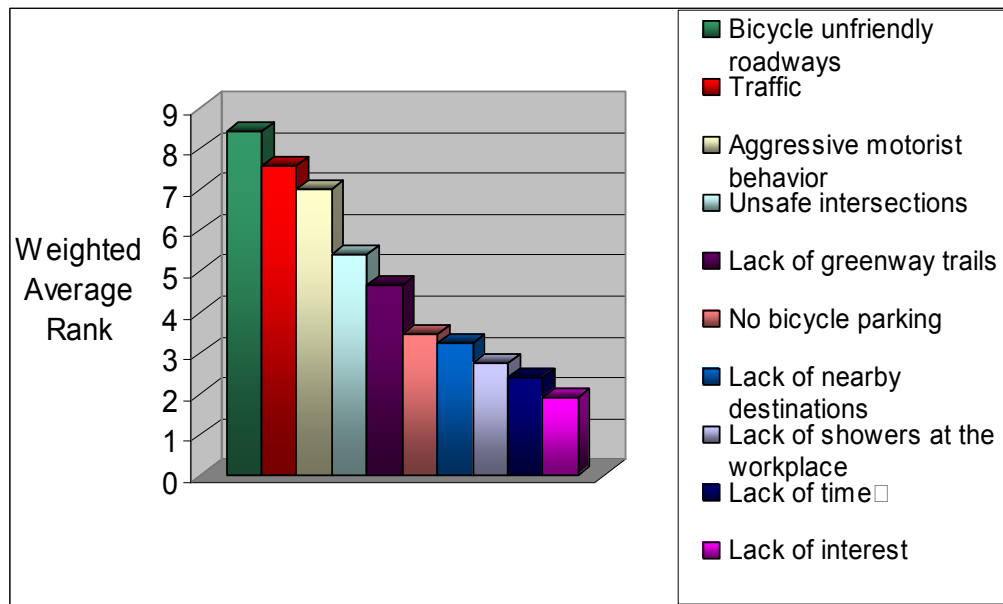
13. What types of facilities would you most like to bicycle on?



619 out of 708 respondents answered this question for an overall response rate of 87.4%

Greenway trails and collector streets were the highest ranked facilities that respondents would most likely bike on. Thoroughfares and rural areas received the lowest ranking by about 30%.

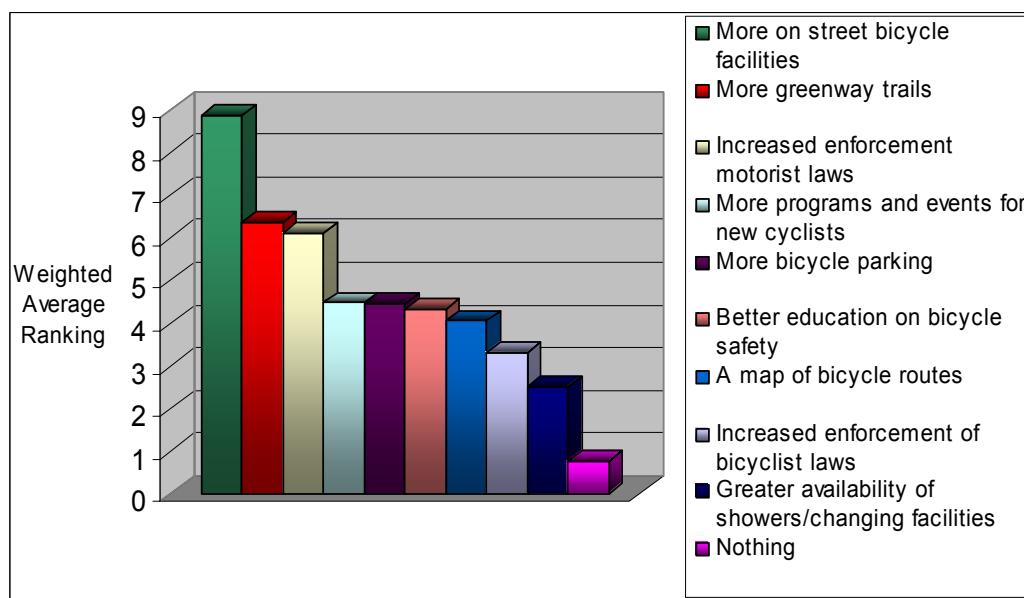
14. What are the biggest factors that discourage bicycling activity?



609 out of 708 respondents answered this question for an overall response rate of 86.0%.

The respondents gave steadily varying rankings to the 10 factors that discourage bicycle activity. Roads that are not bicycle friendly was ranked highest in discouraging activity. Traffic and aggressive motorist behavior were also ranked high as bicycling discouragements. Lack of interest had the lowest average ranking.

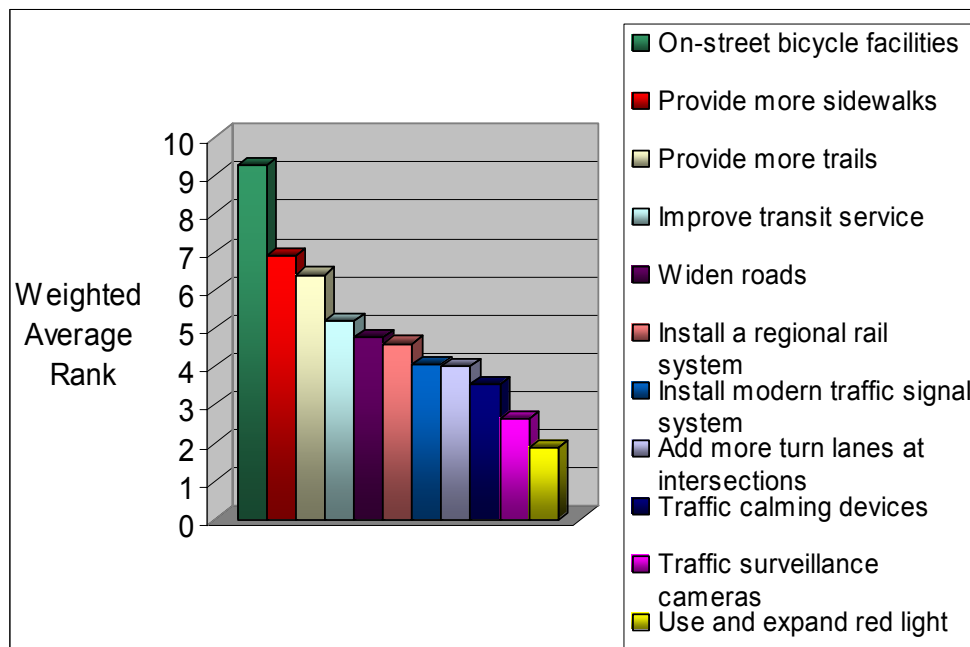
15. What actions do you think are most needed to increase cycling in the community? (Rank 1-10)



602 out of 708 respondents answered this question for an overall response rate of 85.0%.

The top three actions that respondents ranked as being needed were on-street bicycle facilities, more greenway trails, and greater enforcement of laws applying to motorists. More programs for new cyclists, bicycle parking, better cyclist education, and bicycle route maps received about the same average rankings between 4 and 4.5 out of 10. Greater availability of showers and changing facilities received the lowest average ranking.

**16. Please rank the importance of the following transportation improvements.
(Rank 1-11).**



592 out of 708 respondents answered this question for an overall response rate of 83.6%.

On-street bicycle facilities outrank all other transportation improvements by a significant margin. Providing more sidewalks and trails both received approximately a 6.5 out of 11 weighted average rank. Traffic surveillance cameras and red light cameras were the least important to survey respondents. All other options were ranked between 3 and 5.

18. What do you think are the top roadway corridors most needing bicycling improvements?

The Top 20 listed roadways in order are shown in the table below with the number of responses in parentheses:

1. Friendly (173)	11. High Point (26)
2. Battleground (137)	12. Lake Brandt (24)
3. Market (125)	13. Westridge (24)
4. Wendover (55)	14. Lee (23)
5. Lawndale (48)	15. Benjamin Parkway (21)
6. Bryan (42)	16. Pisgah Church (18)
7. Holden (41)	17. New Garden (17)
8. Spring Garden (35)	18. Aycock (14)
9. Elm (32)	19. Cone (12)
10. Church (31)	20. NC 150 (12)

*Complete response found in Appendix B

19. What other improvements do you consider priorities?

1. Longer and Connecting Bike Trails (70)	11. Share The Road Signs (11)
2. Improve All Aspects of Public Transportation (34)	12. Rails To Trails (11)
3. Bike Lanes (33)	13. Commuter Train Service (9)
4. Sidewalks (32)	14. Enforce Speed Limit (9)
5. Greenways (Finnish/Extend) (27)	15. Bike Trails Connecting Winston-Salem and High Point (8)
6. Widen Roads (25)	16. Sidewalks Needed in New and Old Communities (5)
7. Improve Crosswalks (Add More) (19)	17. Promote Bike Trails (5)
8. Educate Motorist about Cyclist Rights (16)	18. Bicycle Friendly Public Transport (5)
9. Bike Racks (14)	19. Improve Crosswalks (Friendly, Green Valley, Benjamin Pkwy, Walker, Cornwallis, Granville) (5)
10. Bicycle Safety Classes (14)	20. Sensor Activated Stop Lights (5)

*Complete response found in Appendix C

20. Do you have any other comments?

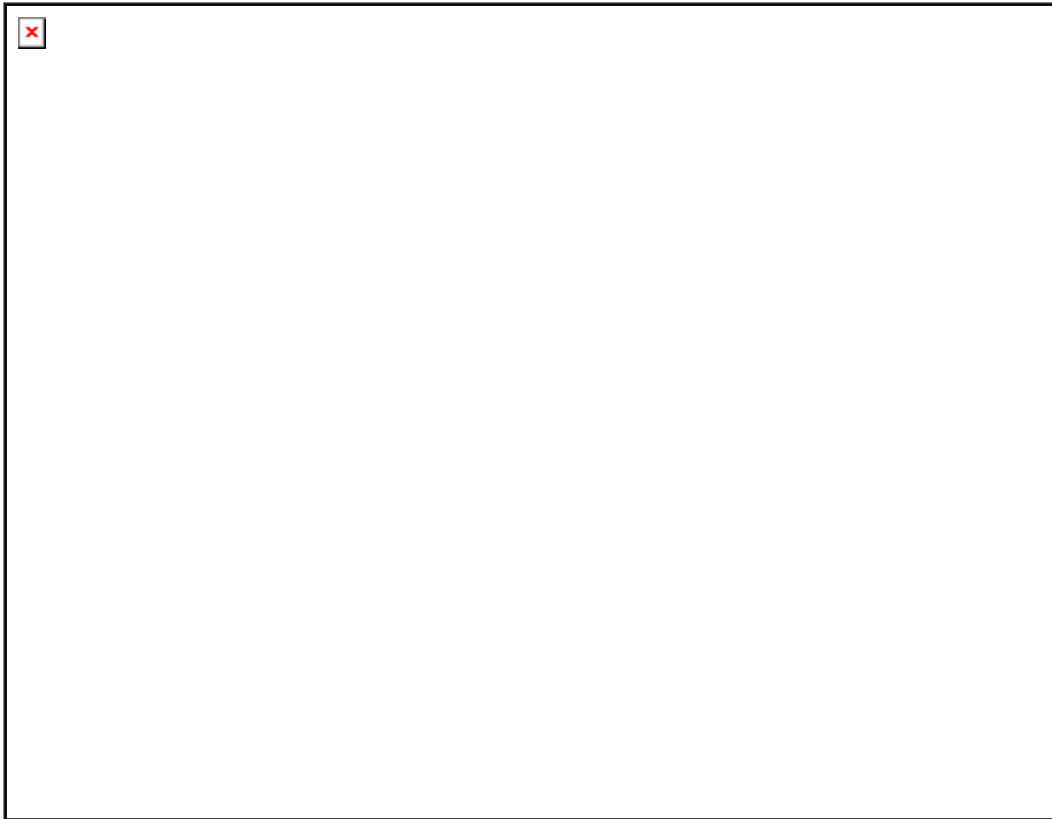
1. Make Cycling Safe (14)	11.Rails To Trails (3)
2. Bike Lanes (12)	12. Survey Was Cumbersome (3)
3. Thanks (12)	13. Connect Trails (3)
4. Cycling In Greensboro Is Very Dangerous (8)	14. Survey Not User Friendly (3)
5. Improve Public Transit (7)	15. Survey Poorly Formatted (Bad Ranking System) (3)
6. Make BiPed Improvements Now (6)	16. Bike Trails (3)
7. Educate Drivers And BiPed (5)	17. BiPed Citizens Committee (2)
8. Friendly Center Not Safe (BiPed) (4)	18. All new communities must have sidewalks (2)
9. Safety Classes For BiPed And Drivers (4)	19. Crosswalks (2)
10. Sidewalks	20. Greenways (2)

*Complete response found in Appendix D

PART C: DEMOGRAPHICS SECTION

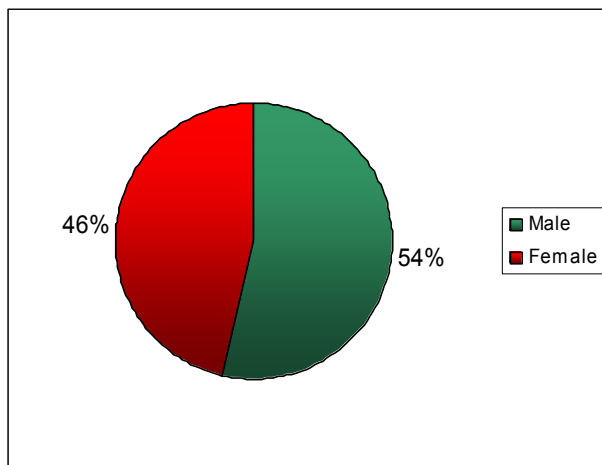
21. What is your zipcode?

Geographic Representation by Zipcode



This map represents the distribution of respondents who completed an online survey. The largest number of participants came from the center and NW sections of Greensboro. The representation of attendants is similar to the representation from the public workshops.

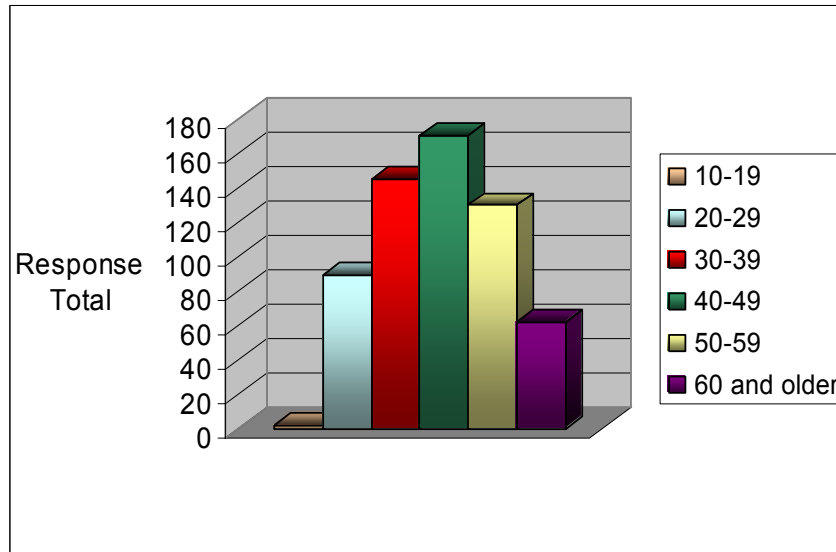
22. What is your gender?



594 out of 708 respondents answered this question for an overall response rate of 83.9%.

An even representation of both genders was represented with 44 more male respondents than female. However, not all respondents answered this question.

23. What is your age?



599 out of 708 respondents answered this question for an overall response rate of 84.6%.

There were no respondents less than 10 years of age. 28% of the 599 people that answered this question were between the age of 40 and 49. Age groups of over 60 and less than 30 years old each represented approximately 10 to 15% of the respondents.

Appendix A: Complete responses to open-ended questions

(17. What do you think are the top roadway corridors most needing sidewalk or trail improvements?)

1 Friendly Avenue 148	33 Hill Top Road 5	65 Eagle Road 1
2 Battleground Avenue 133	34 Muirs Church Road 5	66 Eastchester Drive 1
3 Market Street 107	35 Not Sure 5	67 Freeman Mill Road 1
4 Wendover Avenue 81	36 South Elm-Eugene Street 5	68 Gallimore Dairy Road 1
5 Holden Road 43	37 Walker Avenue 5	69 Gorrell Street 1
6 Lawndale Drive 43	38 All Transit Stops 4	70 Grandville Road 1
7 Bryan Boulevard 33	39 Highway 68 4	71 Greene Street 1
8 Elm Street 33	40 Lake Jeanette Road 4	72 Groometown Road 1
9 Spring Garden Street 31	41 Summit Avenue 4	73 Guilford College Area 1
10 High Point Road 30	42 Yanceyville Street 4	74 Hamilton Lakes 1
11 Guilford College Road 21	43 Bridford Parkway 3	75 Hicone Road 1
12 Westridge Road 19	44 Bur Mil Park Lake Trails 3	76 Hill Street 1
13 Church Street 19	45 Fleming Road 3	77 Industrial Avenue 1
14 Greenways 18	46 Hobbs Road 3	78 Jamestown Road 1
15 Lee Street 18	47 North Carolina A&T Area 3	79 Jefferson Road 1
16 Cone Boulevard 16	48 Randleman Road 3	80 Kroger Boulevard 1
17 Downtown 14	49 Stanley Road 3	81 Lake Daniel Trail 1
18 New Garden Road 14	50 Vandalia Road 3	82 Landmark Center Boulevard 1
19 Benjamin Parkway 13	51 Westover Terrance 3	83 Landmark Center Drive 1
20 Entire Greensboro Area 12	52 Florida Street 2	84 Madison Avenue 1
21 Pisgah Church Road 12	53 Old Oak Ridge Road 2	85 McKay Road 1
22 Lake Brandt Road 10	54 Skeet Club Road 2	86 Meadowview Road 1
23 Aycock Street 10	55 Strawberry Road 2	87 Mendenhall Street 1
24 Horse Pen Creek Road 9	56 US 421 2	88 Martin Luther King Drive 1
25 Park Areas 9	57 Air Harbor Road 1	89 Murrow Boulevard 1
26 UNCG Area 9	58 Alcorn Road 1	90 Owls Roost Road 1
27 US 150 9	59 Barrow Road 1	91 Pembroke Road 1
28 Green Valley Road 9	60 Bessemer Avenue 1	92 Shopping Centers 1
29 Cornwallis Drive 6	61 Cotswold Avenue 1	93 Sternberger Plaza 1
30 Friendly Shopping Center Area 6	62 Darden Road 1	94 Tate Street 1
31 Greenway Extension 6	63 David Caldwell Drive 1	95 US 158 1
32 Old Battleground Road 6	64 Drawbridge Road 1	96 Willoughby Boulevard 1
Total 1069		

(18. What do you think are the top roadway corridors most needing bicycling improvements?)

1 Friendly Avenue 173	41 Hobbs Road 4
2 Battleground Avenue 140	42 Murrow Boulevard 4
3 Market Street 128	43 Shopping Centers 4
4 Wendover Avenue 61	44 US 220 4
5 Lawndale Drive 56	45 Florida Street 3
6 Holden Road 52	46 Greene Street 3
7 Bryan Boulevard 50	47 Jefferson Road 3
8 Westridge Road 41	48 Martin Luther King Drive 3
9 Elm Street 39	49 South Elm-Eugene Street 3
10 Church Street 38	50 Tate Street 3
11 Spring Garden Street 34	51 Bridford Parkway 2
12 Downtown 31	52 Gallimore Dairy Road 2
13 High Point Road 30	53 Lake Jeanette Road 2
14 Lake Brandt Road 28	54 Meadowview Road 2
15 Lee Street 26	55 Muirs Chapel Road 2
16 Benjamin Parkway 24	56 Pembroke Road 2
17 Pisgah Church Road 22	57 Randleman Road 2
18 New Garden Road 20	58 Stanley Road 2
19 Guilford College Road 18	59 Strawberry Road 2
20 Cone Boulevard 16	60 Alamance Church Road 1
21 US 150 14	61 Alcorn Road 1
22 Aycock Street 14	62 Bass Chapel Road 1
23 Greenways 11	63 Eastchester Drive 1
24 UNCG Area 11	64 Freeman Mill Road 1
25 Air Harbor Road 10	65 Friendly Shopping Center Area 1
26 Entire Greensboro Area 10	66 Hicone Road 1
27 Green Valley Road 10	67 Hill Top Road 1
28 Walker Avenue 10	68 Jamestown Road 1
29 Old Battleground Road 9	69 McKay Road 1
30 Horse Pen Creek Road 8	70 Norwalk Street 1
31 Pleasant Ridge Road 8	71 Not Sure 1
32 Cornwallis Drive 7	72 Park Areas 1
33 Old Oak Ridge Road 7	73 Sandy Ridge Road 1
34 Schools/Universities 7	74 Scalesville Road 1
35 Summit Avenue 6	75 Skeet Club Road 1
36 Fleming Road 5	76 US 158 1
37 Highway 69 5	77 US 421 1
38 North Carolina A&T Area 5	78 Vandalia Road 1
39 Yanceyville Street 5	79 Willoughby Boulevard 1
40 Guilford College Area 4	Total 1265

(19. What other improvements do you consider priorities?)

1 Longer and Connecting Bike Trails 70	19 Improve Crosswalks (Friendly, Green Valley, Benjamin Pkwy, Walker, Cornwallis, Granville) 5
2 Improve All Aspects of Public Transportation 34	20 Sensor Activated Stop Lights 5
3 Bike Lanes 33	21 Carpooling 4
4 Sidewalks 32	22 Promote Alternatives To Cars 4
5 Greenways (Finnish/Extend) 27	23 Health Issues (Smoking/Alcohol) 3
6 Widen Roads 25	24 HOV Lanes 3
7 Improve Crosswalks (Add More) 19	25 Roundabouts 3
8 Educate Motorist about Cyclist Rights 16	26 Gallimore Dairy Road To Battleground Road Greenway 3
9 Bike Racks 14	27 Bicentennial Trail 2
10 Bicycle Safety Classes 14	28 Pedestrian Bridges 2
11 Share The Road Signs 11	29 Trash Cans Along Sidewalks 1
12 Rails To Trails 11	30 Mackay Road 1
13 Commuter Train Service 9	31 Cone Boulevard (BiPed) 1
14 Enforce Speed Limit 9	32 Benjamin Parkway (BiPed) 1
15 Bike Trails Connecting Winston-Salem and High Point 8	33 Wendover Avenue (BiPed) 1
16 Sidewalks Needed in New and Old Communities 5	34 Staunton Drive (BiPed) 1
17 Promote Bike Trails 5	35 Better Store Parking (Wendover Avenue Area) 1
18 Bicycle Friendly Public Transport 5	36 Potholes 1
	Total 389

(20. Do you have any other comments?)

1 Make Cycling Safe 14	22 Widen Roads 1
2 Bike Lanes 12	23 Direct Public Transport To Downtown 1
3 Thanks 12	24 Downtown Bicycle Depot 1
4 Cycling In Greensboro Is Very Dangerous 8	25 Bike Lanes Friendly Avenue 1
5 Improve Public Transit 7	26 Reduce the Speed Limit And Add Speed Bumps In BiPed Areas 1
6 Make BiPed Improvements Now 6	27 Street Cleaning Crews For Bike Lanes 1
7 Educate Drivers And BiPed 5	28 Commuter Train Service 1
8 Friendly Center Not Safe (BiPed) 4	29 Poor Survey 1
9 Safety Classes For BiPed And Drivers 4	30 Battleground Avenue Not Safe (BiPed) 1
10 Sidewalks 4	31 Sidewalks Needed On Groometown Road 1
11 Rails To Trails 3	32 Sidewalks Needed On Wendover Avenue 1
12 Survey Was Cumbersome 3	33 Bike Racks 1
13 Connect Trails 3	34 Training Rides For Cyclists 1
14 Survey Not User Friendly 3	35 Remove Hazardous Crosswalk Signs (Old Battleground, N. Eugene) 1
15 Survey Poorly Formatted (Bad Ranking System) 3	36 Survey Too Long 1
16 Bike Trails 3	37 Improve Travel Time On Wendover, High Point Road and Battleground 1
17 BiPed Citizens Committee 2	38 Educate Drivers About BiPed 1
18 All new communities must have sidewalks 2	39 Bike Lanes (Hobbs Road) 1
19 Crosswalks 2	40 Bicycle Routes/Online Maps 1
20 Greenways 2	41 Market Street And Holden Road Need Crosswalks 1
21 BiPed Access To Food And Shopping 2	42 Carpooling 1
	Total 125



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SUMMARY OF PUBLIC COMMENT FORM

PEDESTRIAN

BICYCLE

PUBLIC MAPPING COMMENTS

DEMOGRAPHICS BREAKDOWN



INTRODUCTION

The following report provides a summary of the Public Open House Workshops, associated with the preparation of the Greensboro Metropolitan Area Bicycle, Pedestrian, and Greenways Plan, which took place on October 12, 13, 19, and 20, 2005. The purpose of the workshops was to invite the citizens of the Greensboro Metropolitan Area to:

- a) View a presentation describing the planning process,
- b) View, respond, and mark on maps of the area's existing bicycle, pedestrian, and greenway facilities, and share ideas for where future facilities should be located,
- c) Fill out a public comment form that contained specific questions relevant to the program.

Workshop Attendance

Four separate workshops were held in four locations throughout the Greensboro Metropolitan Area. On October 12th, a workshop was held in southwestern Greensboro, at the Trotter Recreation Center, 3906 Betula Street. A total of **23** citizens signed the attendance registration sheet at this workshop. On October 13th, a "Southeast" workshop was held at Barber Park, 1500 Dan's Road in Greensboro. A total of **12** citizens signed in. On October 19th, a "Northwest" workshop was held at the Summerfield Elementary, 7515 Trainer Drive in Summerfield. It brought **33** citizens. On October 20th, A "North Central" workshop was held at Lawndale Baptist Church, at 3505 Lawndale Drive, Greensboro. This session received the highest attendance with a total of **89** citizens signing in. The total attendance at all four workshops was **157**, with **145** being *different* citizens.

Members of the Greensboro Department of Transportation (GDOT) and Parks and Recreation were in attendance at the meetings as were members of Moses Cone-Wesley Long Community Health Foundation and BIG (Bicycling in Greensboro), a newly formed bicycle advocacy group. The meetings were staffed and led by the consultant teams Greenways Incorporated and Toole Design, and representatives from GDOT.



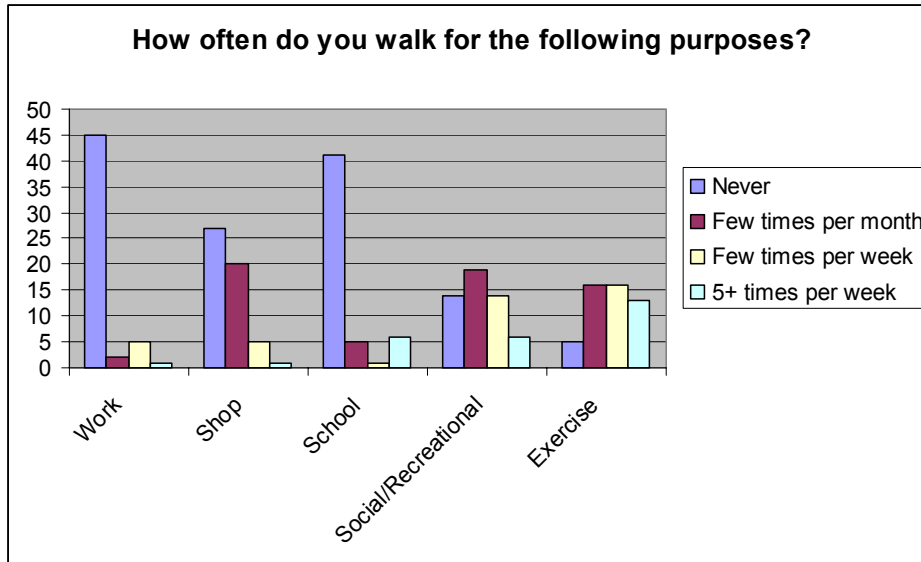
SUMMARY OF PUBLIC COMMENT FORM

One of the workshop objectives was to have participants fill out a public comment form, prepared by the consultant, Greenways Incorporated. The comment form was designed to solicit input on a series of 24 questions. A total of 53 responses were recorded. The discrepancy between responses to the comment form and attendance at the meeting is due to a couple factors. First, not all attendees filled out comment forms. Second, some residents that attended the first day of workshops picked up blank comment forms for friends and neighbors who were unable to attend the meetings. Finally, a few citizens attended more than one public workshop and only completed one survey. Another online survey has been made available to citizens and these results will be shared in another report.

The comment form can be divided into two groups of questions, pedestrian and bicycle. The responses are summarized in the following text and graphs.

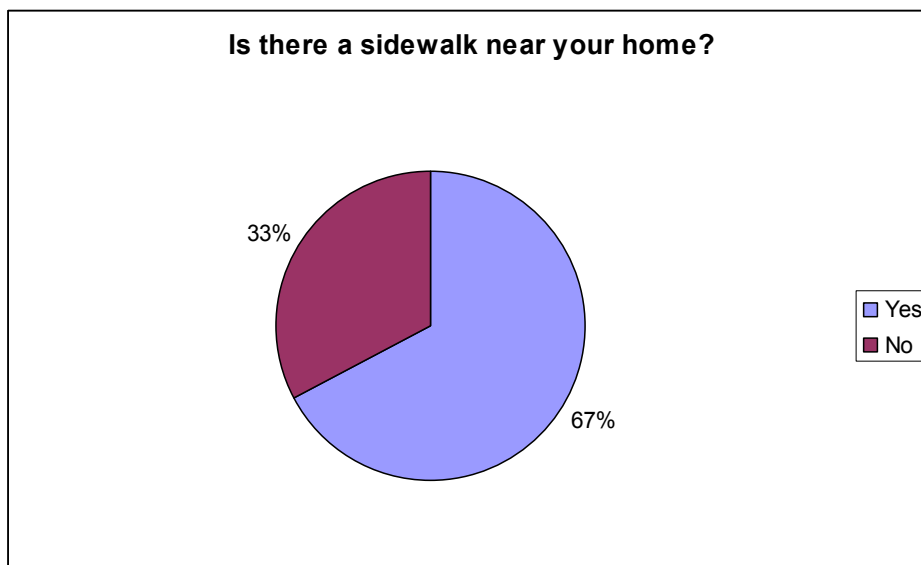
PEDESTRIAN

QUESTION 1: HOW OFTEN DO YOU WALK FOR THE FOLLOWING PURPOSES?



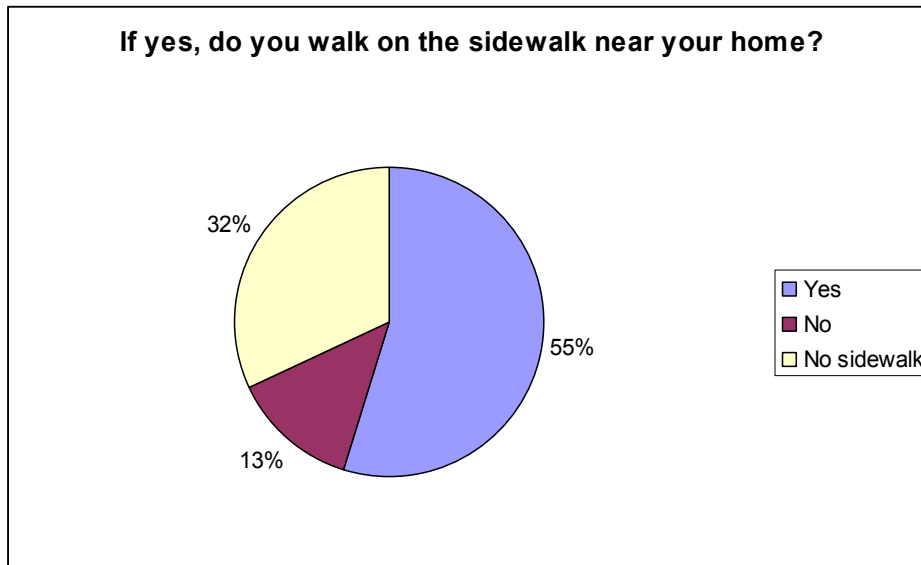
Citizens that attended the workshops were most likely to walk for exercise or social/recreational purposes. They were least likely to walk to work and school.

QUESTION 2: IS THERE A SIDEWALK NEAR YOUR HOME?



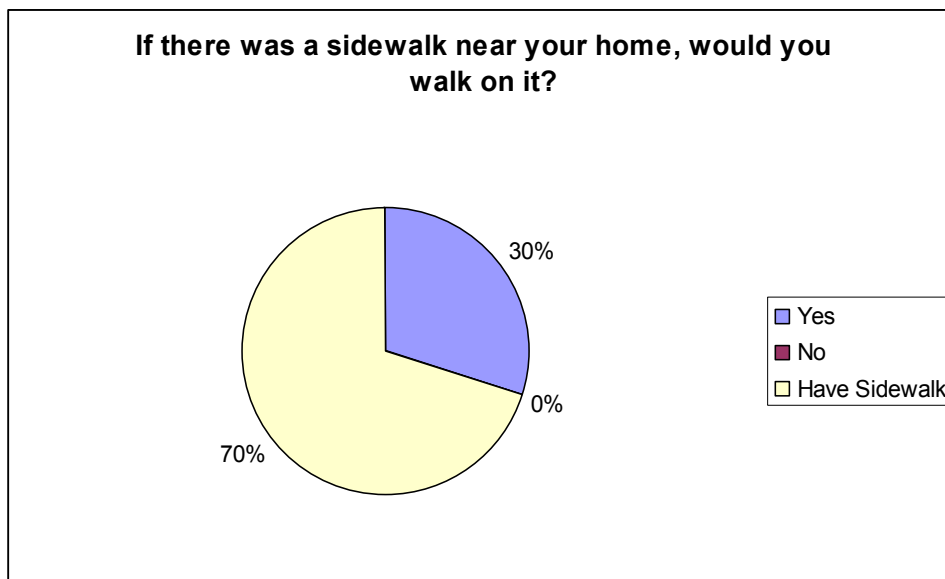
The purpose of this question was to determine how many respondents have nearby access to a sidewalk. About 67% of the questioned did have a sidewalk near their home.

QUESTION 3: IF YES: DO YOU WALK ON THE SIDEWALK NEAR YOUR HOME?



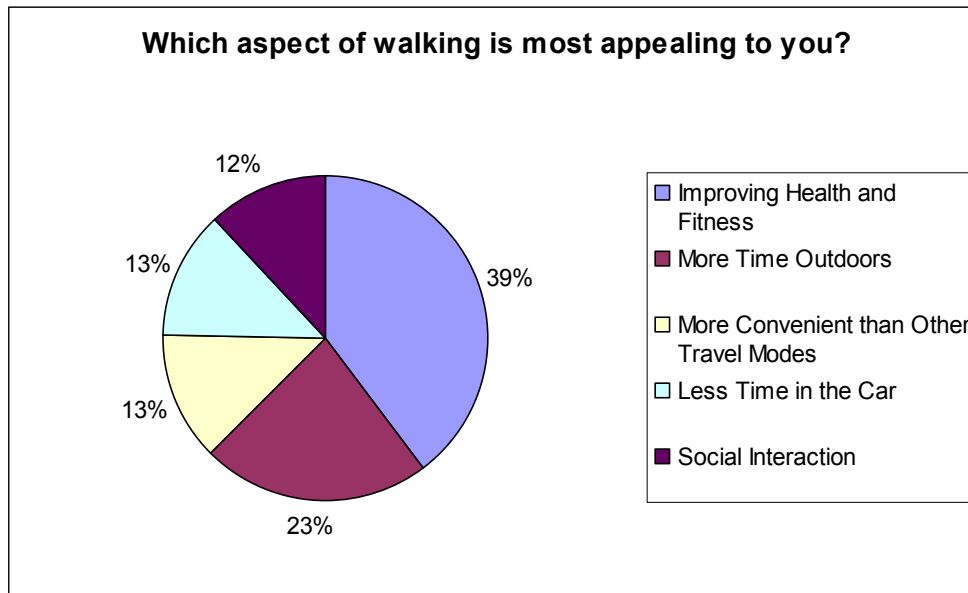
Those who have a sidewalk near their home do use it.

QUESTION 4: IF THERE WAS A SIDEWALK NEAR YOUR HOME, WOULD YOU WALK ON IT?



The majority of citizens who filled out the comment forms had sidewalks near their home. Those that did not have sidewalks were very likely to use them if there were.

QUESTION 5: WHICH ASPECT OF WALKING IS MOST APPEALING TO YOU?
(CHOOSE ONE)

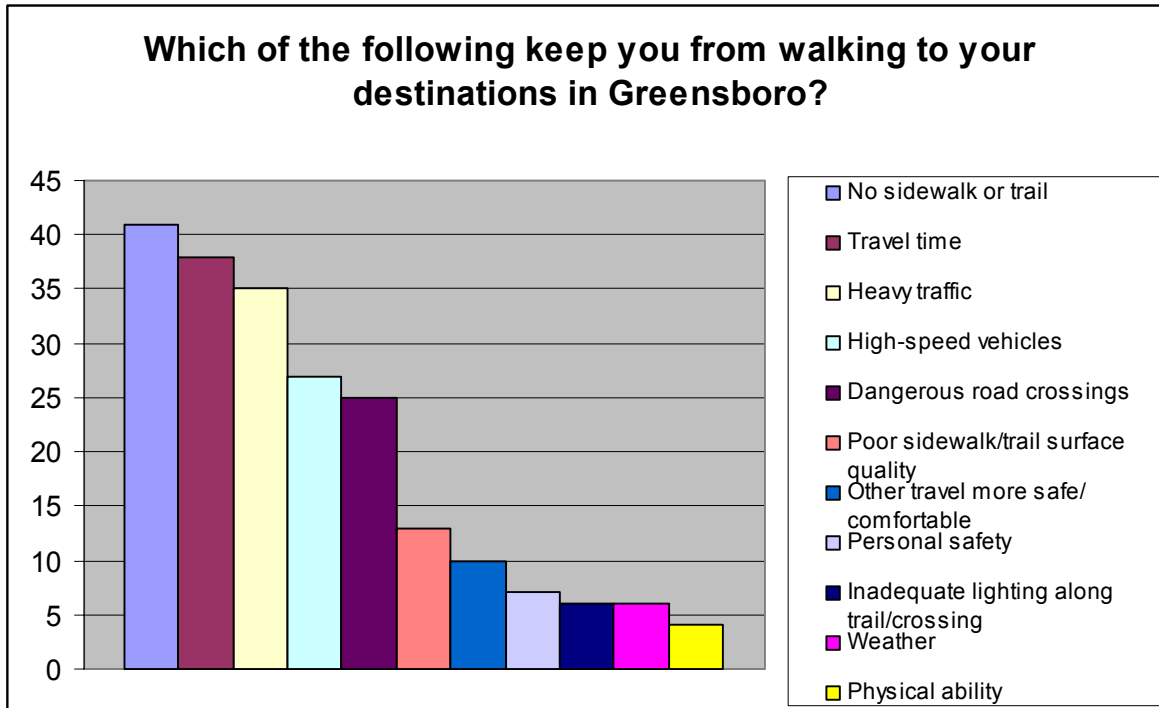


The most appealing part of walking was improving health and fitness. 25% of the participants enjoyed being outside.

QUESTION 6: ON WHICH ROAD WOULD YOU LIKE TO SEE SIDEWALKS OR BETTER CROSSWALKS/SIGNALS TO IMPROVE CONDITIONS FOR PEDESTRIANS?

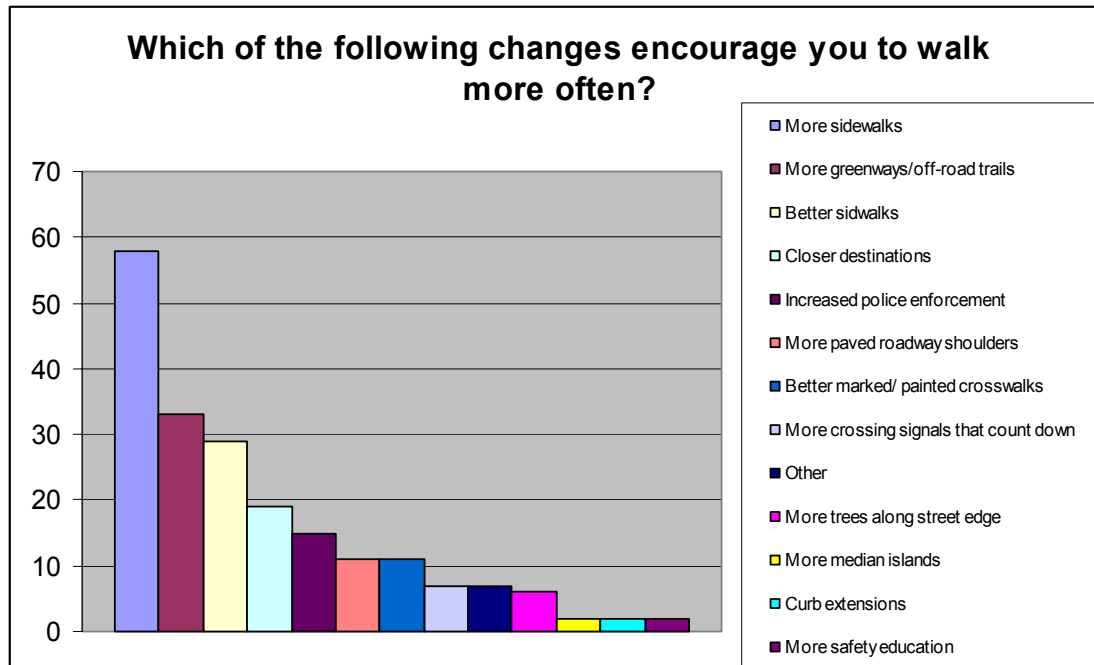
39% of respondents would like to see improved pedestrian conditions along major roadways, while 35% would like to see improved pedestrian conditions along neighborhood streets. The most popular suggested routes were along Battleground Avenue, Friendly Avenue, and Market Street. 26% of respondents did not have a suggested route for pedestrian improvements.

QUESTION 7: WHICH OF THE FOLLOWING KEEP YOU FROM WALKING TO YOUR DESTINATIONS IN GREENSBORO? (CHOOSE AND RANK TOP 3)



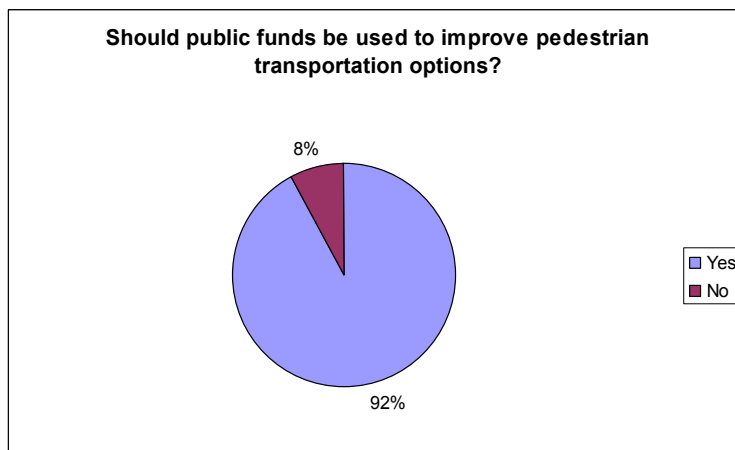
A lack of facilities, travel time, and heavy traffic were the top three things keeping people from walking to their destination. The speed of vehicles and dangerous road crossings were also high ranking deterrents. *(Scores were weighted and added to determine these results (Ranking of 1 = Score of 3; Ranking of 2 = Score of 2; Ranking of 3 = Score of 1)).*

QUESTION 8: WHICH OF THE FOLLOWING CHANGES WOULD ENCOURAGE YOU TO WALK MORE OFTEN?



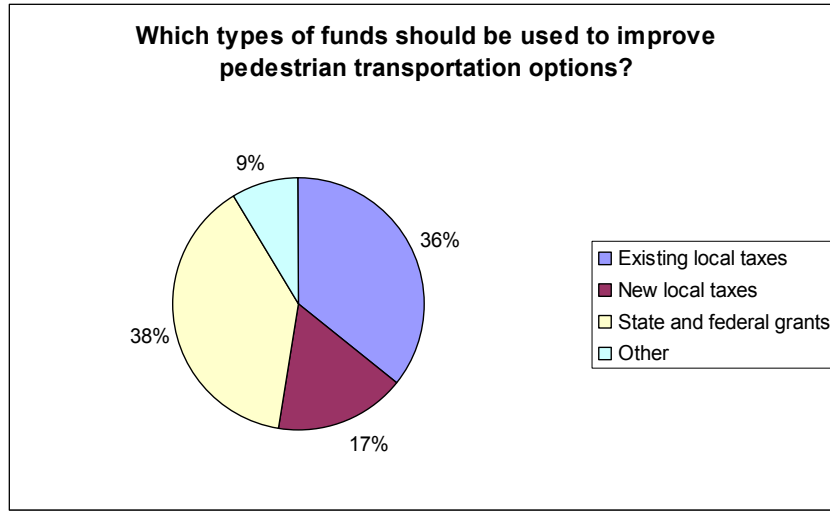
Having more sidewalks was by far the most necessary change for citizens to walk more often. More greenways, improved sidewalks, and closer destinations also ranked high. *(Scores were weighted and added to determine these results (Ranking of 1 = Score of 3; Ranking of 2 = Score of 2; Ranking of 3 = Score of 1)).*

QUESTION 9: SHOULD PUBLIC FUNDS BE USED TO IMPROVE PEDESTRIAN TRANSPORTATION OPTIONS?



A convincing majority believe that public funds should be used to improve pedestrian transportation options.

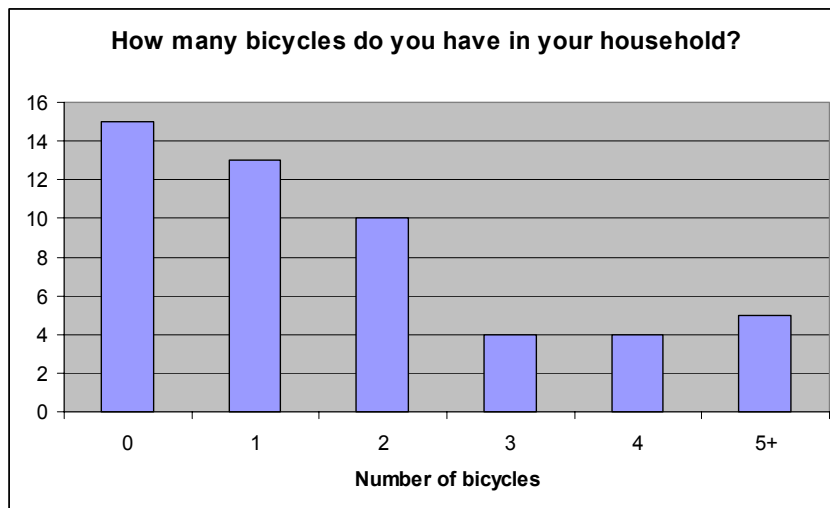
QUESTION 10: WHICH TYPES OF FUNDS SHOULD BE USED TO IMPROVE PEDESTRIAN TRANSPORTATION OPTIONS?



Citizens filling out public comment forms felt that existing local taxes and state/federal grants should be the funds used to improve pedestrian transportation options. They did not prefer new local taxes as much.

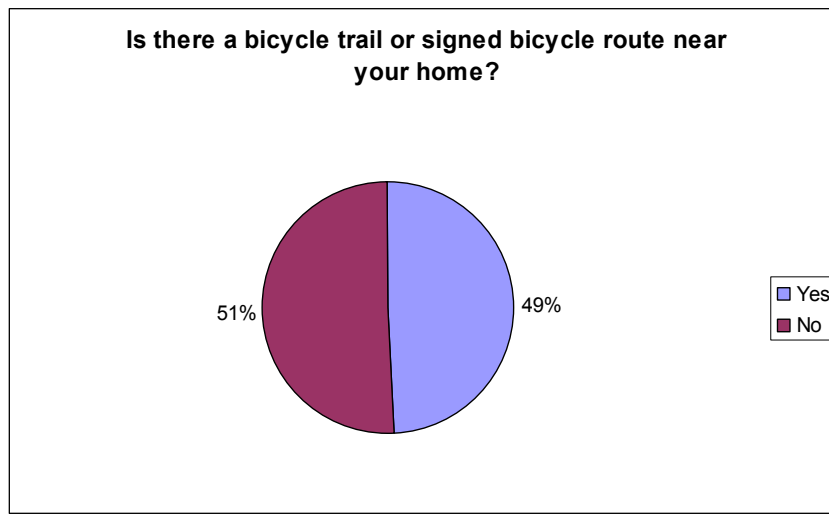
BICYCLE

QUESTION 11: HOW MANY BICYCLES DO YOU HAVE IN YOUR HOUSEHOLD?



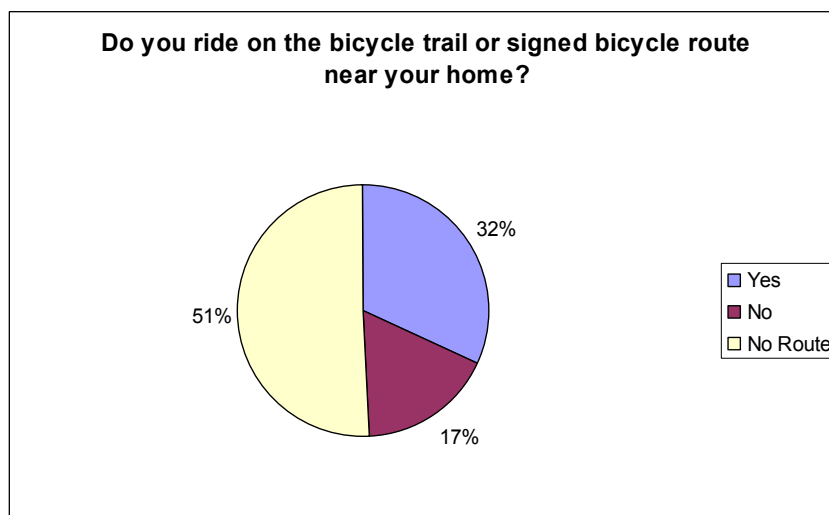
Most citizens had 0-2 bicycles in their household.

QUESTION 12: IS THERE A BICYCLE TRAIL OR SIGNED BICYCLE ROUTE NEAR YOUR HOME?



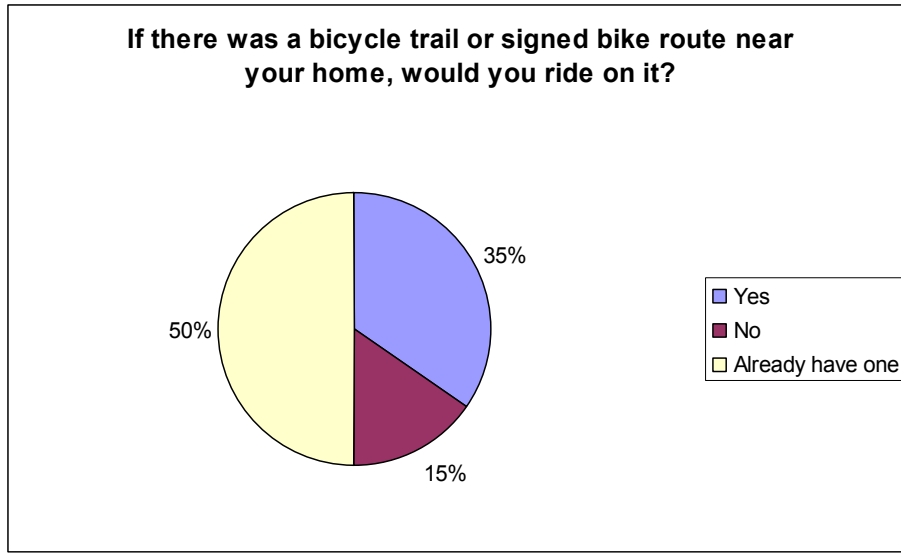
The purpose of this question was to determine how many respondents have nearby access to a bicycle facility. About half of the questioned did have a bicycle trail or route near their home.

QUESTION 13: DO YOU RIDE ON THE BICYCLE TRAIL OR SIGNED BICYCLE ROUTE NEAR YOUR HOME?



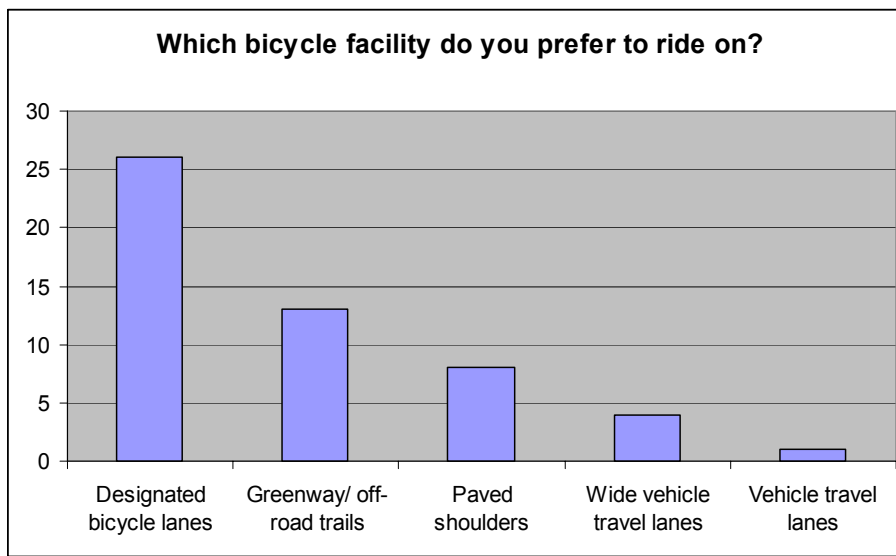
Those who have a bicycle trail or route near their home are likely to use it.

QUESTION 14: IF THERE WAS A BICYCLE TRAIL OR SIGNED BICYCLE ROUTE NEAR YOUR HOME, WOULD YOU RIDE ON IT?



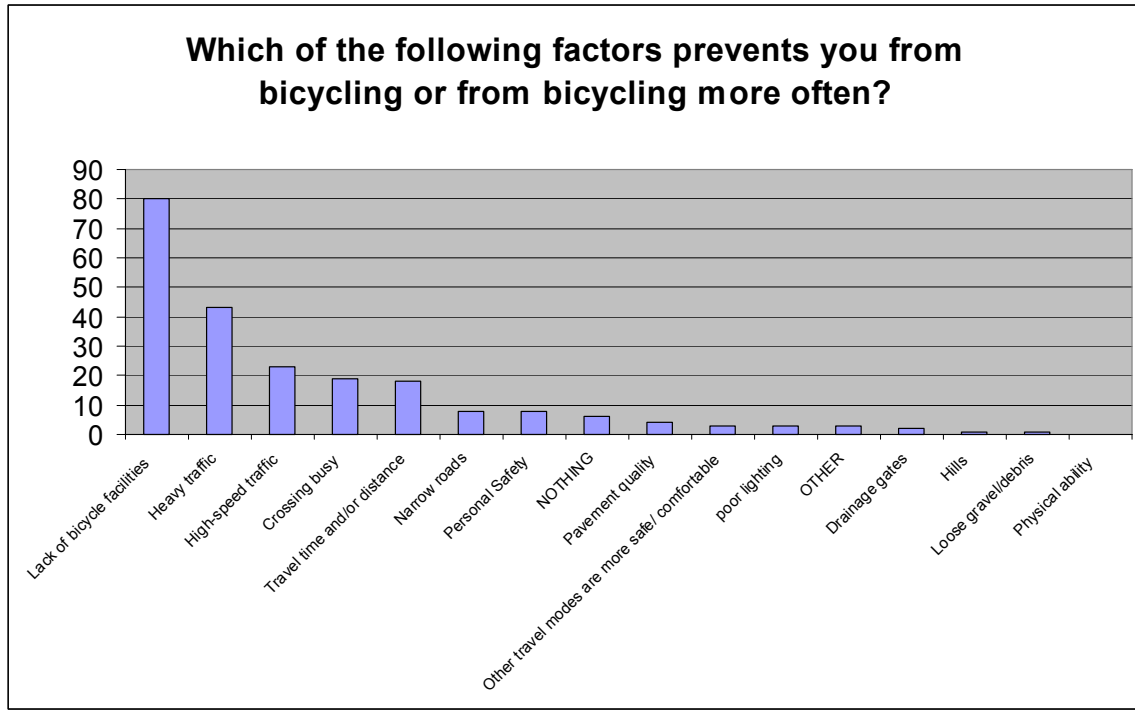
For those who do not have access to a bicycle facility, the majority would ride if one was nearby.

QUESTION 15: WHICH BICYCLE FACILITY DO YOU PREFER TO RIDE ON?



The majority of respondents prefer to ride in designated bicycle lanes while the fewest prefer vehicle travel lanes.

QUESTION 16: WHICH OF THE FOLLOWING FACTORS PREVENT YOU FROM BICYCLING OR FROM BICYCLING MORE OFTEN?

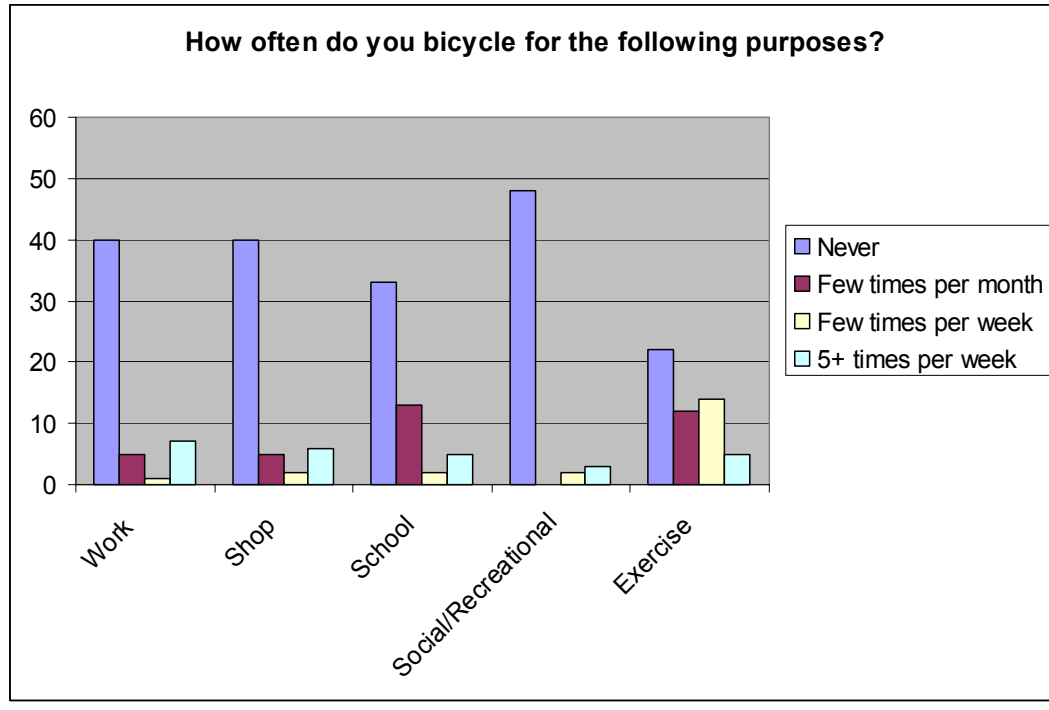


The purpose of this question was to ascertain the factors that keep the respondents from bicycling more regularly. A lack of bicycle facilities was the clear deterrent, with traffic concerns and travel time also receiving high rankings. Physical ability, topography, and other maintenance issues do not prevent the respondents from bicycling. *(Scores were weighted and added to determine these results (Ranking of 1 = Score of 3; Ranking of 2 = Score of 2; Ranking of 3 = Score of 1)).*

QUESTION 17: ON WHICH ROADS WOULD YOU LIKE TO SEE PHYSICAL CHANGES MADE TO IMPROVE CONDITIONS FOR BICYCLISTS?

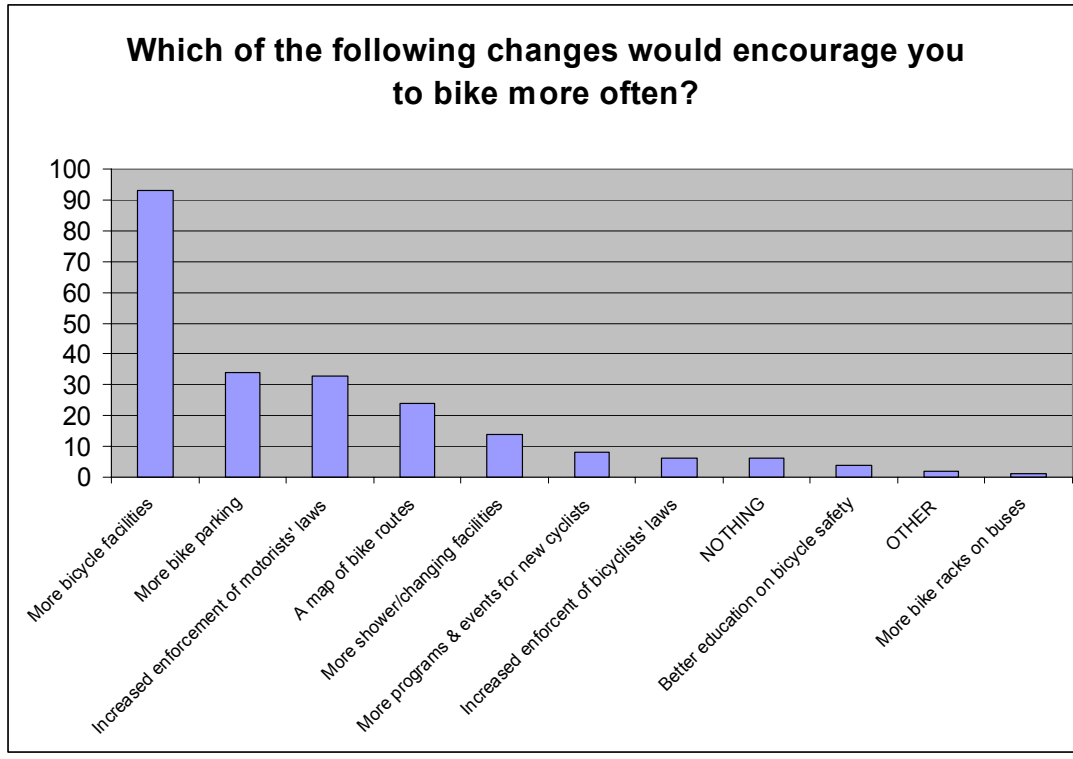
31% of respondents would like to see physical changes made to improve major roadway for cycling, while 23% would like to see physical changes made to improve neighborhood streets for cycling. The most popular suggested routes were along Friendly Avenue, Battleground Avenue, and Market Street. 46% of respondents did not have a suggested route for cyclist improvements.

QUESTION 18: HOW OFTEN DO YOU BICYCLE FOR THE FOLLOWING PURPOSES?



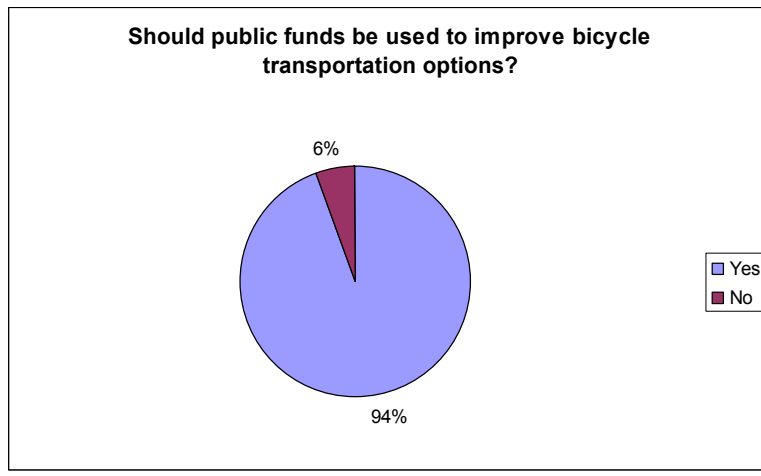
Bicyclists more commonly bicycle for exercise and are surprisingly least likely to bicycle for social or recreational purposes consistently. The few who do bicycle for any activity often do it quite regularly.

QUESTION 19: WHICH OF THE FOLLOWING CHANGES WOULD ENCOURAGE YOU TO BIKE MORE OFTEN?



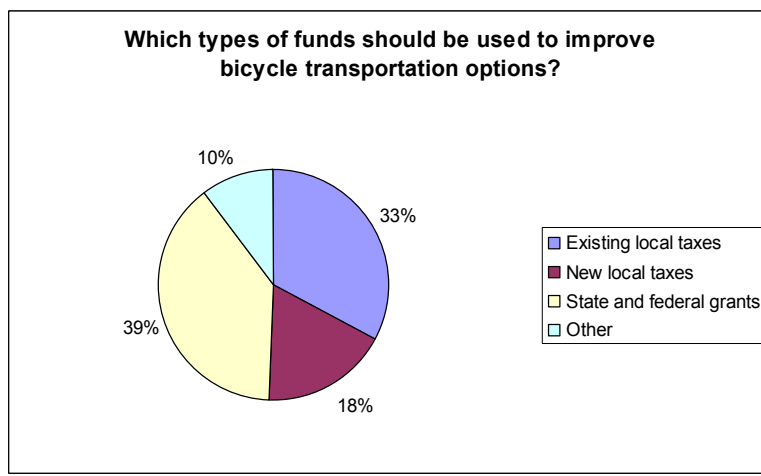
The purpose of this question was to discover what changes would make the respondents more likely to bicycle. Clearly, the most important improvement would be the addition of more bicycle facilities. More bicycle parking, increased motorist law enforcement, and a map of bicycle routes were also high ranking changes. *(Scores were weighted and added to determine these results (Ranking of 1 = Score of 3; Ranking of 2 = Score of 2; Ranking of 3 = Score of 1)).*

QUESTION 20: SHOULD PUBLIC FUNDS BE USED TO IMPROVE BICYCLE TRANSPORTATION OPTIONS?



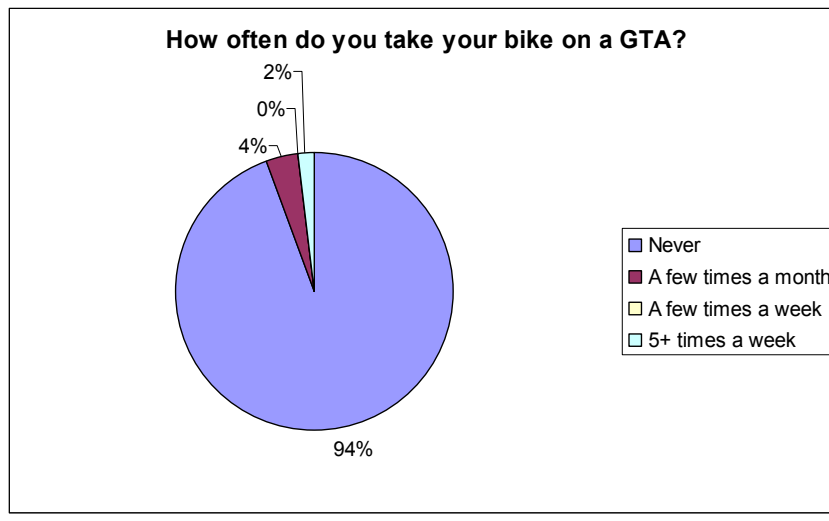
The majority of respondents felt that public funds should be used to improve bicycle transportation.

QUESTION 21: WHICH TYPES OF FUNDS SHOULD BE USED TO IMPROVE BICYCLE TRANSPORTATION OPTIONS? PLEASE CHECK ALL THAT APPLY.



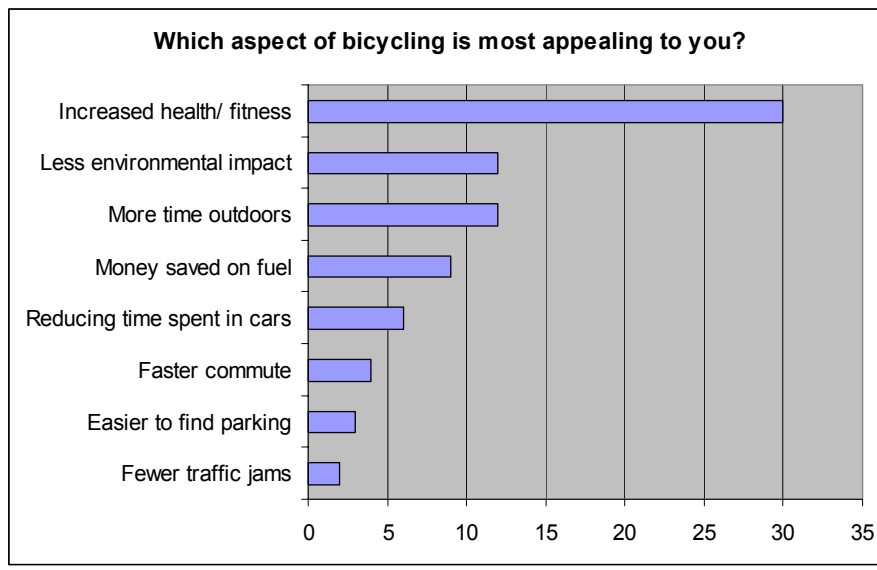
The purpose of this question was to ascertain the general beliefs of respondents with respect to a preferred strategy for funding bicycle transportation improvements. State and federal grants and existing local taxes were the preferred method.

QUESTION 22: HOW OFTEN DO YOU TAKE YOUR BIKE ON A GTA BUS?



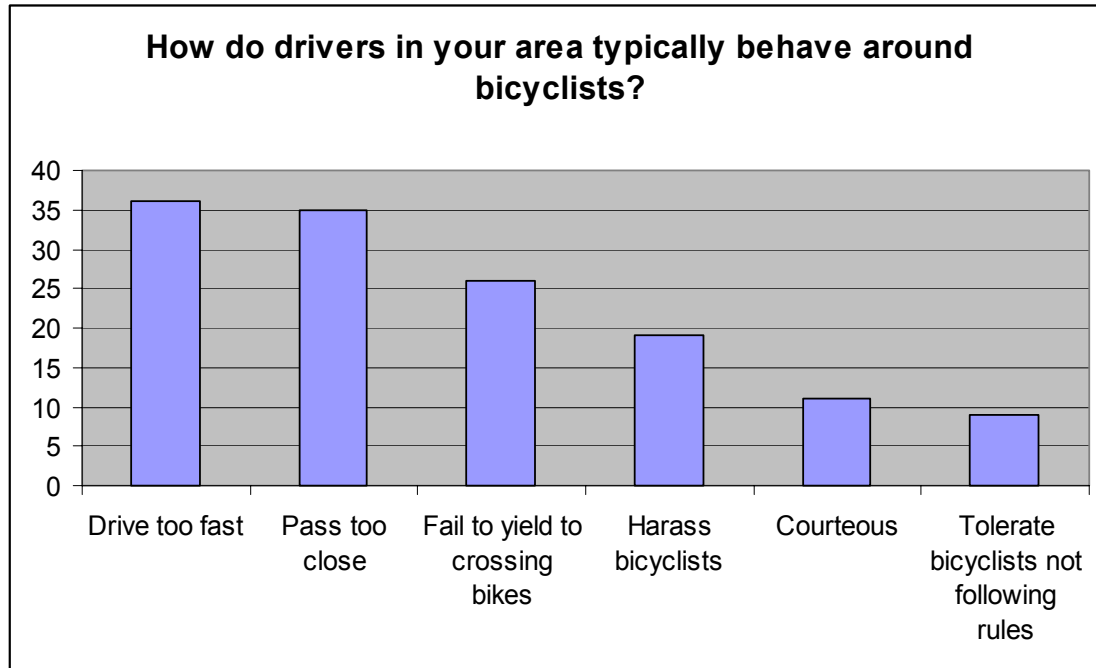
Most respondents do not mix their bicycle transportation with Greensboro public transportation.

QUESTION 23: WHICH ASPECT OF BIKING IS MOST APPEALING TO YOU?



The purpose of this question was to ascertain the general feelings of respondents with respect to the most appealing part of bicycling. Overwhelmingly, respondents felt that the increased health and fitness they receive from bicycling is the most appealing.

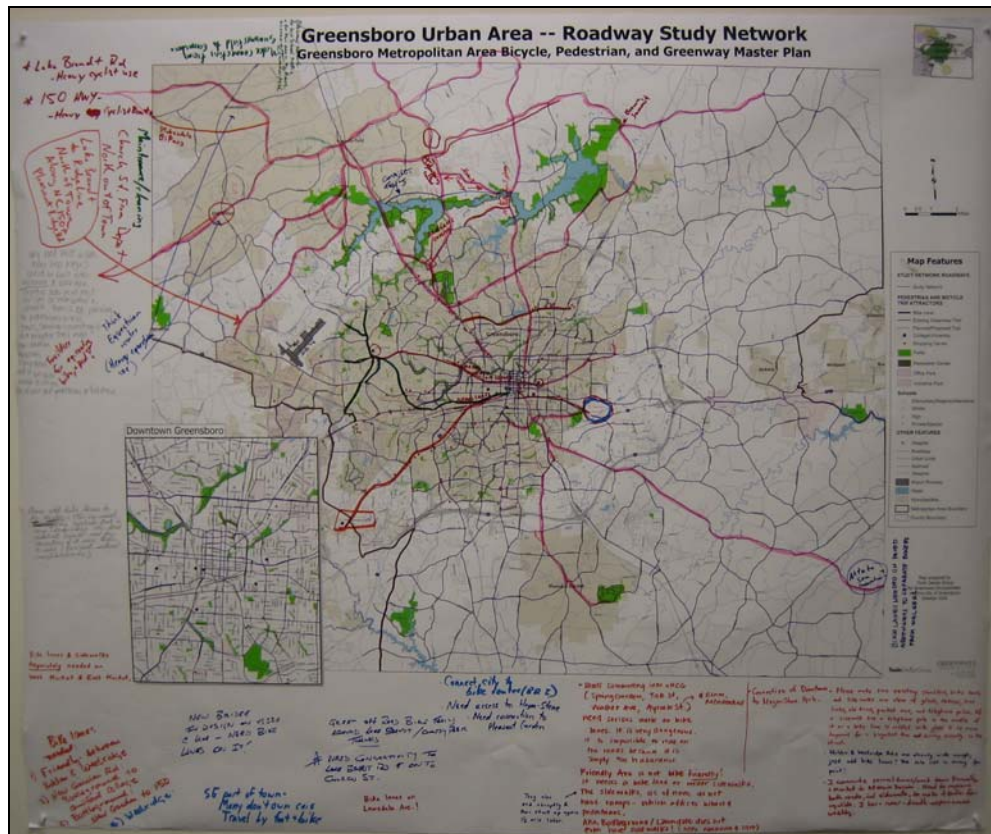
QUESTION 24: HOW DO DRIVERS IN YOUR AREA TYPICALLY BEHAVE AROUND BICYCLISTS? PLEASE CHECK ALL THAT APPLY.



Generally speaking, citizens felt that drivers are not courteous of bicyclists in the Greensboro area. In fact, more felt that motorists harass bicyclists than are courteous to them. Specific major concerns were driving too fast, passing too close, and failing to yield to crossing bikes.

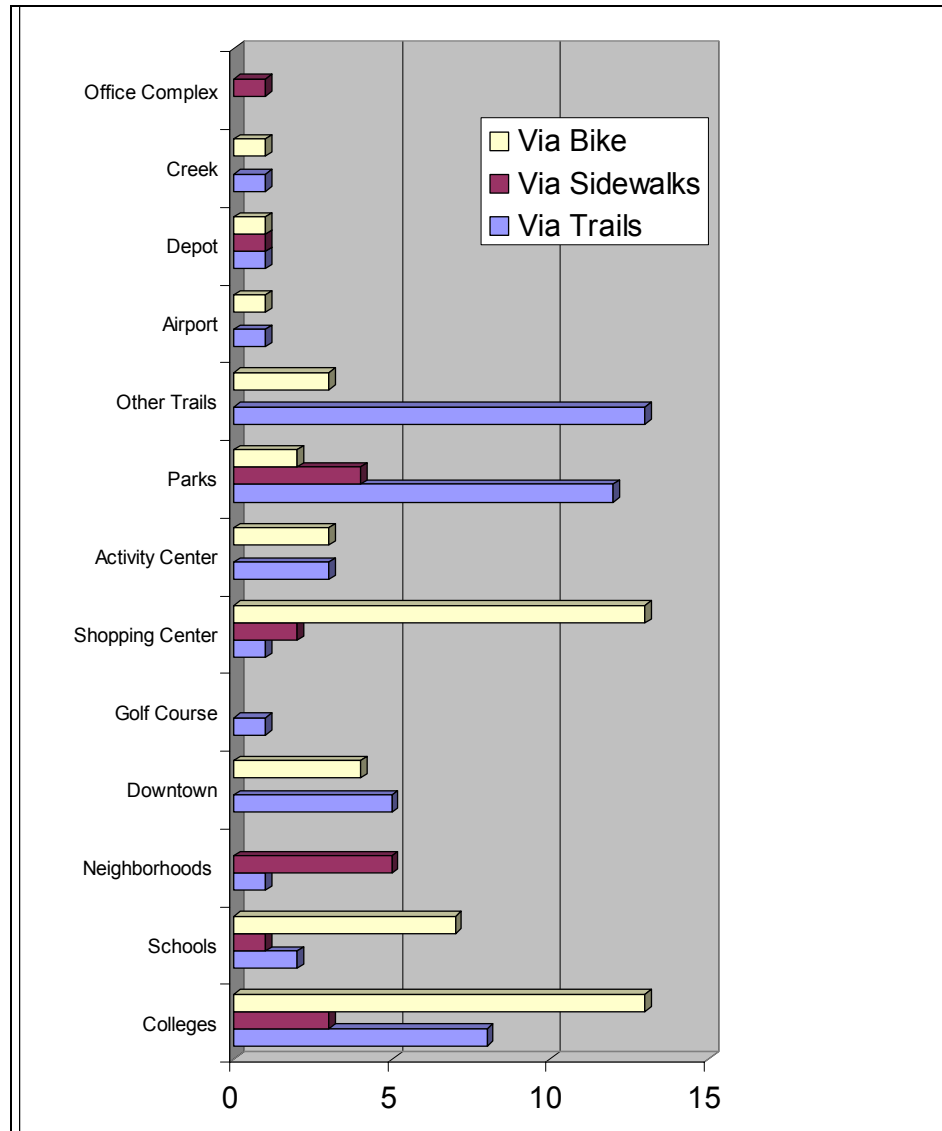
PUBLIC MAPPING COMMENTS

Workshop participants were also asked to provide written comments on maps, supplied by the consultant Greenways Incorporated and GDOT. A few hundred comments were made on the maps that were supplied at the four meetings. Due to the volume of comments, each workshop provided three work stations for map comments, a pedestrian, bicycle, and greenways station. Each station had a map dedicated to comments specific to pedestrian, bicycle, and greenway facilities. In total, 12 maps were used in this process.

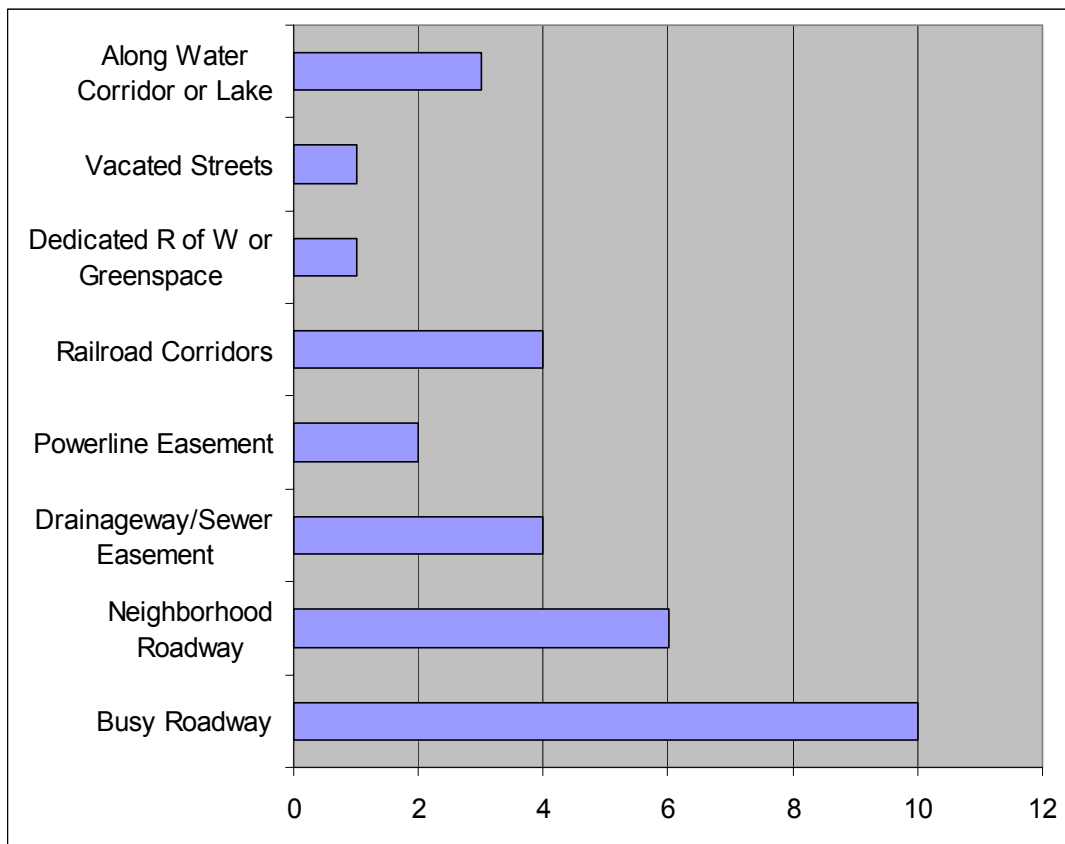


The results found on the following pages were tabulated from written comments on the pedestrian, bicycle, and trails maps at the public meetings:

A. Various destination points were emphasized by public meeting participants.



B. The following graph describes the types of connections or linkages citizens would like to see utilized for trails in Greensboro.



C. Besides walking, biking, and hiking, other usages for Greensboro's pedestrian, bicycle, and trails plan were proposed by participants at the public meetings. Those uses include

- a. Walking for transportation
- b. Walking for recreation
- c. Biking for transportation
- d. Biking for recreation
- e. Mountain Biking
- f. Fitness Trail for walking, jogging
- g. Inline skating and rollerblading
- h. Paddling, water trails
- i. Equestrian trail

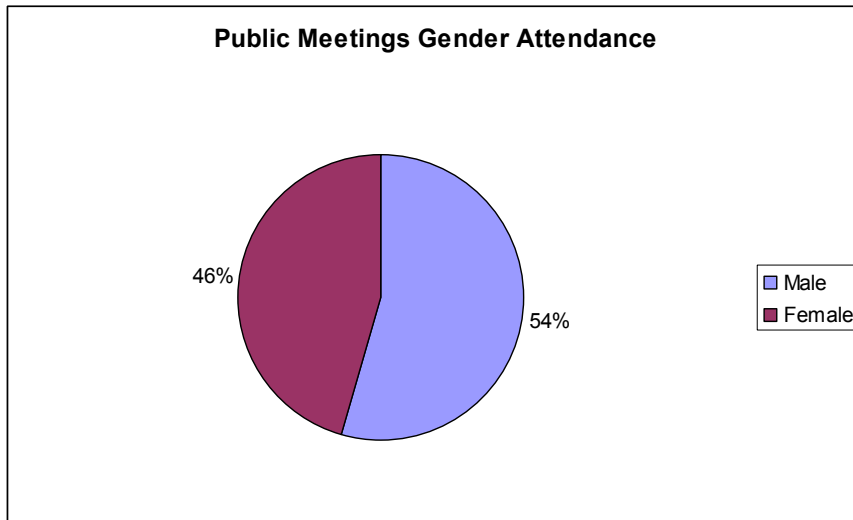
D. A few very common streets highlighted for bicycle route improvements or facilities were:

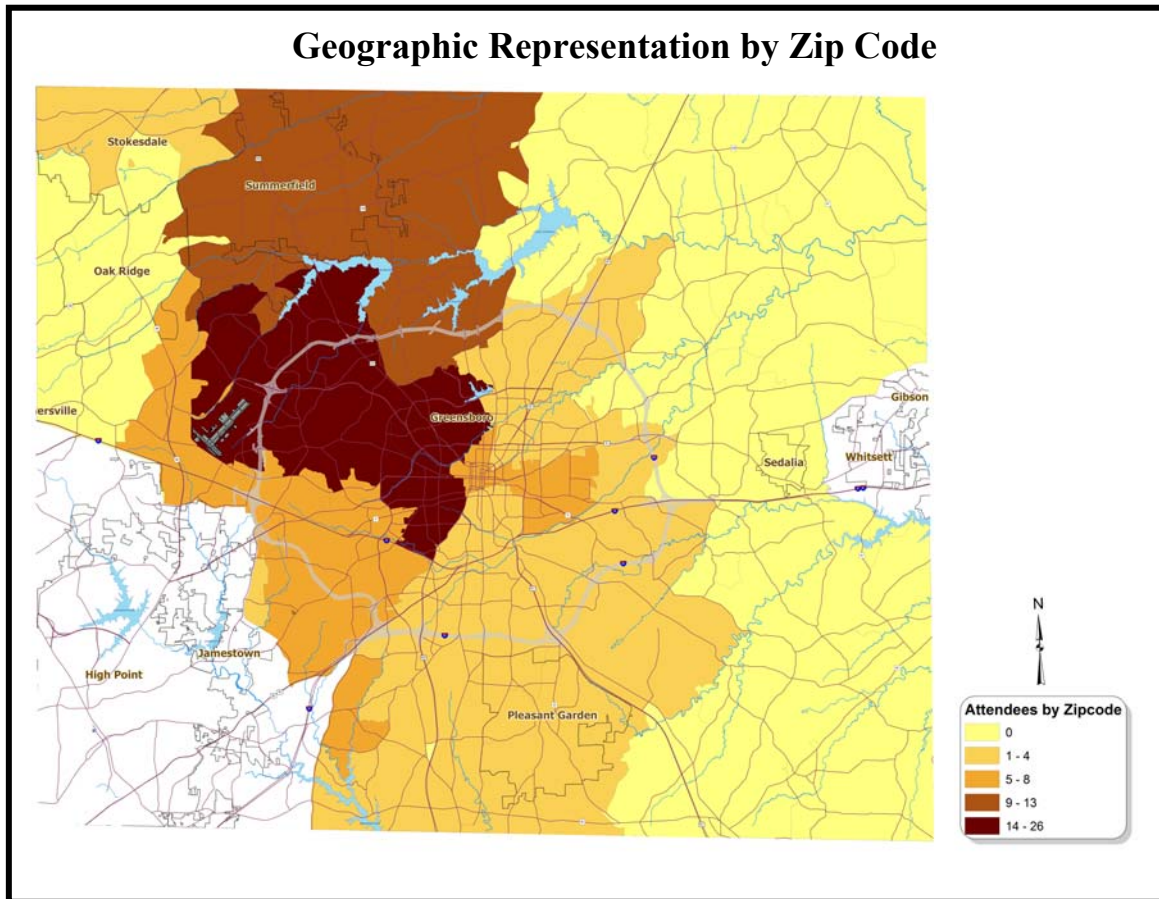
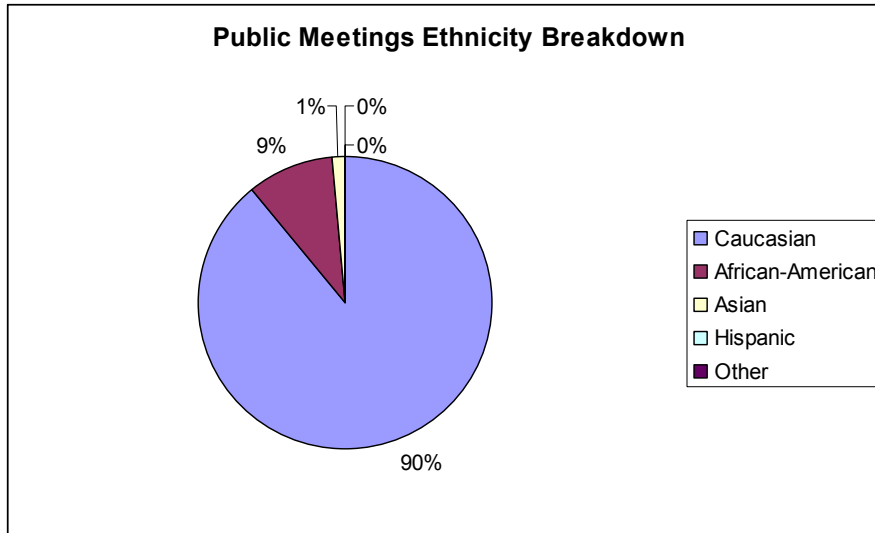
Market Street
Florida Street
Lee Street
Wendover Avenue
Huffine Mill Road
Battleground Avenue
NC 150
Bryan Boulevard
Guilford College Road
High Point Road
Randleman Road /
Elm-Eugene Street
Cone Boulevard
Lawndale Drive
Friendly Avenue
Muir's Chapel Road
Holden Road
Pisgah Church Road /
Lees Chapel Road
Lake Brandt Road
Martin Luther King, Jr. Blvd
Church Street

E. Very common streets that need sidewalks or pedestrian improvements were:

Elam Avenue
Friendly Avenue
Walker Avenue
NC 150
Market Street
Lake Brandt Road
Florida Street
Pisgah Church Road
Holden Road

DEMOGRAPHICS BREAKDOWN





This map represents the distribution of participants who attended the series of public meetings. The largest number of participants came from the center and NW sections of Greensboro. The representation of attendants is similar to the representation from the online survey.



Greensboro Urban Area Bicycle, Pedestrian, and Greenway Plan



SUMMARY REPORT OF THE PUBLIC WORKSHOPS

CONDUCTED APRIL 2006



GREENSBORO URBAN AREA BICYCLE, PEDESTRIAN, AND GREENWAY PLAN
APRIL 2006 PUBLIC WORKSHOPS REPORT

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INTRODUCTION

The following report provides a summary of the Public Open House Workshops, associated with the preparation of the Greensboro Urban Area Bicycle, Pedestrian, and Greenway Plan, which took place on April 1, 4, 5 and 6, 2006. The purpose of the workshops was to invite the citizens of the Greensboro Urban Area to:

- a) View a presentation describing the planning process,
- b) View, respond, and mark on maps of the area's existing bicycle, pedestrian, and greenway facilities, and share ideas for where future facilities should be located,
- c) Fill out a public questionnaire that contained specific questions relevant to the preliminary recommendations.

Workshop Attendance

Four separate workshops were held in four locations within the Greensboro Urban Area. On April 1st, a workshop was held at Barber Park, 1500 Dans Road. A total of **26** citizens signed the attendance registration sheet at this workshop. On April 4th, a workshop was held at Lawndale Baptist Church, 3505 Lawndale Drive. A total of **41** citizens signed in. On April 5th, a workshop was held at the Melvin Municipal Office Building, 300 West Washington Street. A total of **26** citizens signed in. On April 6th, a workshop was held at the Glenwood Recreation Center, 2010 Coliseum Boulevard. A total of **11** citizens signed in. The total attendance at all four workshops was **104** interested and supportive citizens.

Members of the Greensboro Department of Transportation (GDOT) and Parks and Recreation were in attendance at the meetings. The meetings were staffed and led by the consultant teams Greenways Incorporated and Toole Design, and staff from the Greensboro MPO. Members of Moses Cone-Wesley Long Community Health Foundation and BIG (Bicycling in Greensboro), a newly formed bicycle advocacy group, were in attendance.

In addition to the public workshops a presentation was given to the Concerned Citizens of Northeast Greensboro during the association's regular meeting monthly meeting on May 4th at the Peeler Recreation Center, 1300 Sykes Avenue. In attendance were **24** citizens including Senator Katie Dorsett, NC General Assembly and Dr. Goldie Wells, District 2 Representative, Greensboro City Council. The audience was generally supportive of the findings and recommendations.

SUMMARY OF PUBLIC QUESTIONNAIRE

One of the workshop objectives was to have participants fill out a questionnaire. The questionnaire was designed to receive responses on the network recommendations and hear the public's feedback on the planning process; 30 questionnaires were filled out by participants. The questions were open-ended and intended to receive feedback on the preliminary recommendations and the overall process. Summary of responses by category immediately follows. A complete listing of all responses follows in the next section.

BICYCLE

3. What is your reaction and feedback on the draft on-street bicycling recommendations?

Comments were wide-ranging. Nine respondents expressed that the Plan was a good start towards improving conditions of bicyclists and pedestrians. Six respondents thought that educating the public on the "Rules of the Road" is important in improving safety.

4. Is there anything missing from the recommendations that you feel is important to include?

Answers were quite wide-ranging with most responses not relating to another. Three respondents found nothing missing from the Plan's recommendations. Some single respondent suggestions included: involving more organizations, providing more bicycle lanes in Downtown, raising the awareness of bicyclists and motorists, providing Downtown commuter routes, and considering regional connections to surrounding counties.

PEDESTRIAN

2. What do you think the highest priority pedestrian improvements should be? Has anything been left out that you think is important?

Seven respondents wanted more sidewalks, and four respondents wanted crosswalks at intersections for pedestrians. Specific improvement sites identified as important to be included in the Plan were the Friendly Center area, Downtown, colleges, and Southeast Greensboro.

GREENWAYS

1. What future greenway projects do you think should have the highest priority for implementation? Are there any important pieces missing from the recommendations?

Seven listed Bicentennial Greenway and six respondents listed the Battleground Rail Trail as needing the highest priority. Many respondents listed linking existing trails as an important priority for implementation. Connectivity across the City to destinations such as colleges, shopping, and Downtown was very important to the respondents as well.

GENERAL COMMENTS

5. If future sidewalks, trails, and greenway systems were conveniently and safely linked to popular destinations, would you use them more often?

For all nineteen responses recorded, the response was in the affirmative to this question.

6. Do you think the bicycle, pedestrian, and greenway plan is on the right track, and would you support efforts to implement its findings and project recommendations?

Twenty-four respondents the answer was “Yes” to the plan being on the right track. Only five responded overall to supporting the implementation of the findings and project recommendations

7. Please share any other comments you have about these meetings or the BiPed Plan.

Nine respondents were happy with what has been done to date and thankful for the opportunity to provide input into the process. Four respondents identified specific projects or items while one responded as that the implementation be accelerated.

8. How did you hear about the BiPed Public Workshops?

Attendees heard about the workshops through a variety of means with email (8) being the most common response. Other sources were: mailings (5), contact (2) with Jeff Sovich and Peggy Holland, newspaper (2), B.I.G. (2), from a friend (3) and church bulletin (3).

9. Do you have any suggestions for how we can improve our future workshops or public communications?

Suggestions were: no (3), increasing communication to public (2), along with providing easier-to-read maps, providing take-home maps, and providing the draft plan and maps in local libraries.

ACTUAL QUESTIONNAIRE RESPONSES

The questionnaire was designed to receive responses on the network recommendations and hear the public's feedback on the planning process. The questions were open-ended and intended to receive feedback on the preliminary recommendations and the overall process.

1. What future greenway projects do you think should have the highest priority for implementation? Are there any important pieces missing from the recommendations?

- Trails and bikeways that connect and will allow for citizens to use systems and get to places of work and shopping as well as to use for recreational purposes
- #1 Battleground; #2 connecting Jamestown Greenway—Battleground; #3 GSO--W-S
- Make sure greenway users can get from greenway to surrounding ones on bicycle & on foot so greenway is part of alternative transportation network & use of automobile is not necessary.
- Off road option to shopping, parks, & other destinations.
- Rails to trails; connect college campuses; close gaps b/t existing trail systems this mean making trails accessible by bike & not only cars? (that's important)
- Battleground Rail trail; Bicentennial Greenway; Mountains to Sea trail
- Post online maps of system & individual routes. Connect High Point Greenway to Greensboro. Can we use a sustainable method for "paving" the greenways ex: not asphalt but gravel or other
- Connecting existing paths.
- Battleground Linking existing ones.
- Crossing intersections by bike
- Complete (1) Bicentennial Trail (2) Mountain to Sea Trail
- Bicentennial Greenway connector to HP (highest priority)
- Complete BRT & extend to Battleground Park & on to BurMil Park
- Completing greenway from Piedmont Environmental Center to Bur Mill. Getting over I-40 is problematic.
- Connect the Universities

- Linking the existing trails; Pedestrian Walkways; Bicycle and trailways education - manners & rules, laws, etc.
- Connect greenway to downtown. Extend greenways to connect to Environmental Center. Trails from neighborhoods to Downtown Rail Trail so it would be a hub from which you could take other trails.
- I personally need an East-West corridor for fast commuting. I'm not sure greenways are as suitable as on-road riding
- Linking
- Safety for kids to bike in Bluford neighborhood
- Focus on southeast Greensboro
- Battleground Rail Trail from Downtown to Pisgah Church; 2. Downtown Loop Greenway

2. What do you think the highest priority pedestrian improvements should be? Has anything been left out that you think is important?

- Sidewalks on every road, walkways from one community to another even, say, from Summerfield to Oak Ridge, etc.
- Make sure intersections are safer for pedestrians. Improve more intersections than just those marked top priority. As roads and intersections are developed engineer in safety for pedestrians & cyclists.
- More sidewalks!
- Neighborhoods for exercise connect neighborhoods to shopping, downtown, etc. Link colleges and universities
- In the area of heavy shopping at Wendover (e.g. WalMart, Target, K-Mart). Is it feasible to have small type buses to go from one area to another? Park your car and take a bus. Let all the big businesses get involved.
- Improvement in Friendly Center Area
- Reduction in Collisions
- Better signage
- Ability to cross roads; Prioritize needs of people vs priorities of developers; Transportation interests; Traffic calm road diets; Complete streets; Limit commercial development (strip malls)
- Safety - I walk a lot, but its very dangerous trying to cross major streets, e.g. I was walking down Friendly (from Westminster) & trying to get past the roads at Friendly Shopping Center. I couldn't cross when I had a green light due to all the right-turn on red.
- Crosswalks! Sidewalks near schools! I am the person who wrote into the News & Record about crosswalks on Battleground in 1700 block. When will they be put in?
- Lake Janette Rd. All new roads and repaving projects to include pedestrian & bike paths.
- Traffic on Westridge is too heavy & fast to have safe bike lanes & pedestrian sidewalks. Why both sides, destroying the natural beauty of the landscape.
- More sidewalks in residential areas in southeast Greensboro.
- Short spurs to connect neighborhoods across creeks, busy roads, etc.

- Intersections; Higher penalties for (expletive) drivers
- Sidewalks in downtown area; Willomore St., where I live, is very narrow and half the street has no sidewalks.
- Sanitation / proper disposal
- Sidewalk on busy streets; bike paths well maintained and accessible
- Need facilities in southeast Greensboro and Westridge.
- Sidewalks should be required for all new development, retrofit neighborhoods without. Improve pedestrian crossings into Friendly Center from adjacent neighborhoods:
 - Paint, walk signals, etc.
 - add sidewalk on Green Valley near Women's Hospital.
- Downtown - continue crossing & signal improvements; 2. Friendly Ave. & Market Street; 3. Battleground Ave.

3. What is your reaction and feedback on the draft on-street bicycling recommendations?

- Concerned that automobile traffic will not accommodate bicycle/pedestrian traffic. Every roadway should add at least 4ft. of walkway/bikeway.
- Good Start. Thankful for every bike lane or accommodation. Many of the roads that are marked "need farther study". Need bike lanes in order that cyclists can get around. Do more street narrowing to accommodate bike lanes/other bicycling accommodations being painted in - will calm traffic making roads safer for all & will help cyclists (existing & new) safety. Include safe bicycle parking.
- It (expletive) that these plans (esp. bike lanes) have to take so long to be implemented! The plans are good though....Bike lanes & trails to use for transportation & accessible exercise is crucial.
- I think the recommendations are great - if we just have a painted line to help cars out of the bike "lane". Connect the colleges and universities.
- Church Street north of Pisgah should be a cyclists dream, it is heavily used. Problem is it is 2 lanes and cars have to dodge cyclists.
- Improvements in the Friendly Center area.
- You are definitely headed in the right direction; let's get this ball rolling as soon as possible.
- I feel it is very important to have safe bike lanes for college students and for adults who could bike -commute to work or to libraries and shopping. Bike lanes should be possible for areas where a large percentage of residents do not have cars.
- Post signs to increase awareness of cyclists on route or as a broader campaign downtown bicycle awareness, lanes, etc on Elm St, Green & Davis. Provide bike lanes on main thoroughfares or alternative off street paths
- Think it looks great!
- What good is a bike plan if:
 - A. You must use the major thoroughfares to get anywhere and
 - B. The major thoroughfares are not going to be made bicycle accessible?
- I would like to bike from Westminster & Friendly to Lindley Recreation Center; to Lawndale Baptist; to UNCG without having to ride the sidewalks (I have to use the sidewalks; otherwise it's extremely dangerous).

- Striping in wide enough roads is a good idea.
- If Walker Ave will be used as a bike road, it needs to be made into a "one way" for cars. "slow down" traffic should be forced by elevated street level with shallow slopes and/or forced curves.
- How quickly will we see changes, i.e., bike lanes and signage?
- Elm St – the entire length.
- What about 100 year old oaks that will come down, Oaks valued by New Garden Nursery at almost \$10,000!
- I agree we need more bike paths, but a bike training and safety course teaching the rules of the road would be helpful
- Fine - but maps are confusing and busy, right track though. Think - where people drive to commute is where they would ride to commute. Provide alternate bicycle routes to major traffic corridors.
- I think I'm scared of renegade drivers.
- Bike lanes are great. Off-road would be better - but expensive.
- More education and possibly police involvement would be helpful. It should be a big BIG no-no to harass a cyclist.
- The rules should be broadcast somehow to get the citizens who are lazy to understand the proper regulation and rules on a bike-on-street.
- Positive improvements for health of Greensboro communities.
- Great start.
- Designate these routes for signs & high priority improvements:
 1. Depot (downtown) to Bennett College, Willow Road, Barber Park, & Alamance Church Rd.
 2. Bike lanes on North Elm Street from downtown to Cone Blvd.
 3. Lawndale/Lake Brandt/Witty & Church streets from downtown to Rockingham County
 4. Old Battleground north to Summerfield & Oak Ridge

4. Is there anything missing from the recommendations that you feel is important to include?

- I like what you're doing. However, I'd like to see all kinds of organizations in support; Piedmont Triad Partnership, other Economic Development authorities, Girl and Boy Scouts, other Youth groups, Bike groups, Land Conservancies.
- Downtown would benefit from more bike lanes. On roads you've designated to have parking & bikeways in the same area, if there is room, make it parking & bike lane. If not room for both, make it clean with painting and signage that cyclists will be in the area and will sometimes need to be in the lane that motor vehicles are in. Extend signed bike routes and bike lanes so there is connectivity across cities and towns. Signed bike routes look good except that they stay too close to downtown Greensboro.
- Raising the awareness of bikes and bikers for drivers and, implementing and enforcing laws that protect bikers.
- Please consider "refueling stations" for electric wheelchairs. Also consider benches frequently along paths for seniors. Have senior housing facilities been considered in the plan. I believe it's important to have accessible paths for wheelchair bound residents as the aging population is growing tremendously. This needs to be included in the planning process.

- Road diet traffic calming. Vision! Vision! Vision!
- Restrooms on trails in the outlying areas.
- If bicycling and walking are the goal for new residential areas downtown, the city should encourage downtown grocery store, and drug store, accessible by sidewalks.
- I missed the crossing of intersection by bike in near Friendly Ave (sketch)
- More concern should be given to how the tax payers' money is being spent! What destinations are important for sidewalks along Westridge? Children should not be out on sidewalks along a busy road where little ones might be "snatched"! We've seen this in other cities!
- Making the trails safe to use solo.
- Online planning maps I can use to send in my recommendations.
- So far nothing.
- Improve Transit Authority service to trails. More bus service to lower income areas where people do not have cars.
- No.
- Downtown commuter route needed from Lindley Park, Starmount and, Hamilton Lakes neighborhoods. Is there anything we can do about Church Street heading north out of town? McConnell Road? Lake Brandt Road?
- Emphasize benefits of becoming more bicycle friendly for economic development and downtown / colleges - university connections.
- Maximize benefits of the Depot as a connection point for bicycle routes & public transportation.
- Prioritize connections to designated bicycle routes in neighborhood counties, and to proposed Haw River State Park at Rockingham County line (see attached maps).

5. If future sidewalks, trails, and greenway systems were conveniently and safely linked to popular destinations, would you use them more often?

- Absolutely (x3)
- Yes (x12)
- Absolutely-I'd love to be able to bike downtown to a ball game.
- Absolutely, so with today's gas prices, it is our economical option.
- Definitely (x2)
- Our sidewalk, as designed, now seems like a population reduction program.
- Yes! We live near planned Battleground Greenway. Sidewalks will encourage walking & decrease obesity!
- Walker Ave-Friendly Shopping Center
- Yes, I would use them to commute to work.
- Definitely Yes
- Yes, I would love to get away from using my car as much.
- Yes absolutely

6. *Do you think the bicycle, pedestrian, and greenway plan is on the right track, and would you support efforts to implement its findings and project recommendations?*

- Yes. (x16)
- On the right track. Yes, I would support the recommendations except that I'm concerned that they may not clarify space for cyclists wide enough. Re: wide shoulders for cyclists, please see that they are marked in some way so motorists won't use them (except in emergencies). Also plan ahead so that as more people move to Greater Greensboro area, these shoulders don't get converted into lanes for motorists.
- Yes, I would also support taxes/fees to build & support it
- Absolutely
- Yes, you have my support
- It is on the right track!
- Yes! Waterways would be great!
- It needs to be visionary. And include a vision of what the future will really look like, not what we wish it would look like, i.e., ever increasing energy prices.
- Yes, but I would like to see some physical implementation of the plans.
- Yes, continue and expand as much as possible
- It appears that this plan is well thought out and it would be great to see community feedback at periodic development points to perhaps adjust plans according to progressive growth.
- Yes, for the most part
- Yes, especially to promote exercise.

7. *Please share any other comments you have about these meetings or the BiPed Plan.*

- Thank you for the opportunities for public comments for incorporating the public's ideas. Thank you for your thorough study of the area. Thanks for bringing top notch bike & pedestrian planners on to do the planning and explain things to us at these meetings. Thanks for the online survey. Thanks for motivating both the Private and Public sector to be involved both in creating the plan, implementing it & maintaining it
- Congratulations - this is great, very forward looking.
- I don't fully understand BIG's attack on this plan. I appreciate all work that has gone into this project & look forward to its implementation
- This was educational in terms of our own community but also in terms of "BiPed" planning in general
- I appreciate this type of opportunity to learn what is being done and to have a voice.
- We need to plan for \$5 gasoline. It's coming. Will we have spent all our transportation investment based on a world of cheap gasoline when the reality is far different. Our lack of vision is hurting our economic vitality. We fall further behind each day we plan plan plan instead of do do do!
- When the construction is completed on Bryan Boulevard, going towards the airport, bicyclists should be allowed in the lane to the right of the vehicle lanes.
- Crosswalks on Westover Terrace in front of Grimsley High School: there are two. One on either side of Seminole; confusing!

- Many roads should be made one-way roads, with some planning it should be possible, this in order to accommodate bike & pedestrians.
- Need clear directional signs on all paths and routes, with the mileage clearly listed as well.
- I hope we can speed up the implementation of the plan.
- Need contact person to help with specific routes. Like Matthew Hayes - consider a public position for this.
- It's great to see the socio-demographic range that appears at the meetings. Thanks for the snacks.
- Very informative, well prepared and, good representation of collaborating partners.
- Great job.
- The BiPed Plan is a very good step forward. The meetings were very informative.

8. How did you hear about the BiPed public workshops?

- Email (x4)
- Lots of places.
- Jeff Sovich and Peggy Holland
- Mailers (x4)
- friend, on UNCG radio & posters
- Postcard
- News & Record
- Email and newspaper
- Email from previous workshops attended
- Safe Guilford & Email
- Newspaper - friend
- B.I.G.
- Through a friend (x2)
- Email from Glenwood Neighborhood Association.
- Saw the flyer at a B.I.G. (Bicycling In Greensboro) meeting
- Through church bulletin (x3)

9. Do you have any suggestions for how we can improve our future workshops or public communications?

- Yes, fill one auditorium w/ 1005 of people & get the press at the meeting. This is not a criticism; just a suggestion & I know it's not easy to do.
- Increase communications to the public in order that more people attend workshops or otherwise promise feedback or support. Educate the public regarding the benefits of a bike and pedestrian friendly transportation and recreation system.
- No (x3)
- They have been well run and I think suggestions were considered (input truly sought).

- Better resolution on maps and visual aids during presentation. We couldn't analyze the data.
- Use multiple methods to get information about this project and workshops to community members.
- Make sure area pedestrians know about meetings; some of them are attended to the link of childhood asthma & air pollution.
- My street Seminole Drive, it is dangerous because people use it as a cut-thru, and there are no sidewalks. A child was killed on that street several years ago (neighbors tell me). The public needs to understand link between air pollution and asthma in children. Parents who drive their kids on the way to work idle their cars for extensive time.
- Have clear distinction between objectives for bikes and walking. Have Mayor Holliday speak for (????) timeline. (At Walker Ave it took 15+ years or monthly meetings to get 3 drop signs. How long will this take to implement?
- Make contact with churches, Pulpit Forum
- Take home maps
- So far, nothing
- Put draft plan in libraries; tough to read the plan online. Can't see PDF or the radio. Simple and effective.
- Get more articles in area newspapers and on TV news.